

# PACIFIC MOTOR BOAT





*You'll be 'way ahead with Packard power*  
**-EVEN IN REVERSE!**



**For cruisers**, like this new, fast 28 foot SAFTICRAFT, the 100-HP Packard Marine Six is the ideal power plant—not only for amazing thrift and trouble-free long life, but for smoothness and unequalled quietness.

#### TWO REASONS:

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**2.** When you're in reverse, you enjoy the quick maneuverability of one-hundred per cent reverse—with the propeller turning at the same r.p.m. as in forward speed.

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For complete details and specifications, see your nearest Packard Marine engine dealer, or write directly to Packard Marine Engine Department (Dept. P), Detroit 32, Mich.

## PACKARD MARINE ENGINES

100-HP MARINE SIX (IM-245)  
with built-in finger-tip control

150-HP MARINE EIGHT (IM-356)  
with built-in finger-tip control

ASK THE MAN WHO OWNS ONE

Pacific Motor Boat, June, 1950. Vol. 42, No. 7. Issued on the 25th of the preceding month except in May, when publication is semi-monthly, by Miller Freeman Publications, 71 Columbia St., Seattle, U. S. A. Entered as second class matter June 14, 1941, at the Postoffice at Seattle, Wash., under the act of March 3, 1879. Original date of entry, November 9, 1908. Subscription: United States, Possessions and Canada, \$3.00 a year; Foreign, \$4.00.

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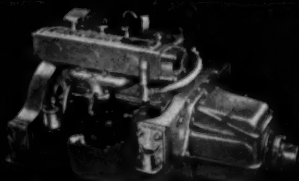
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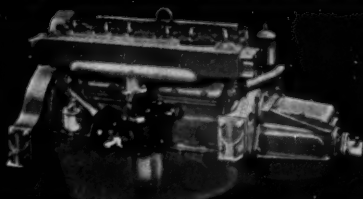
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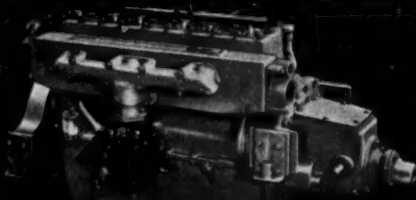
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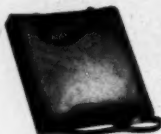
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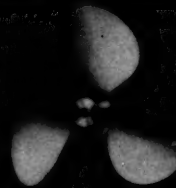
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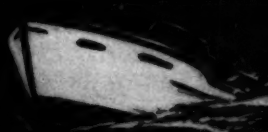
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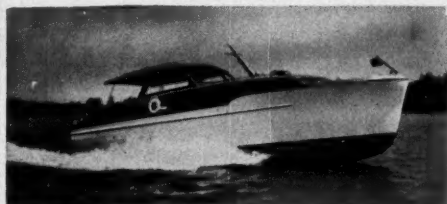


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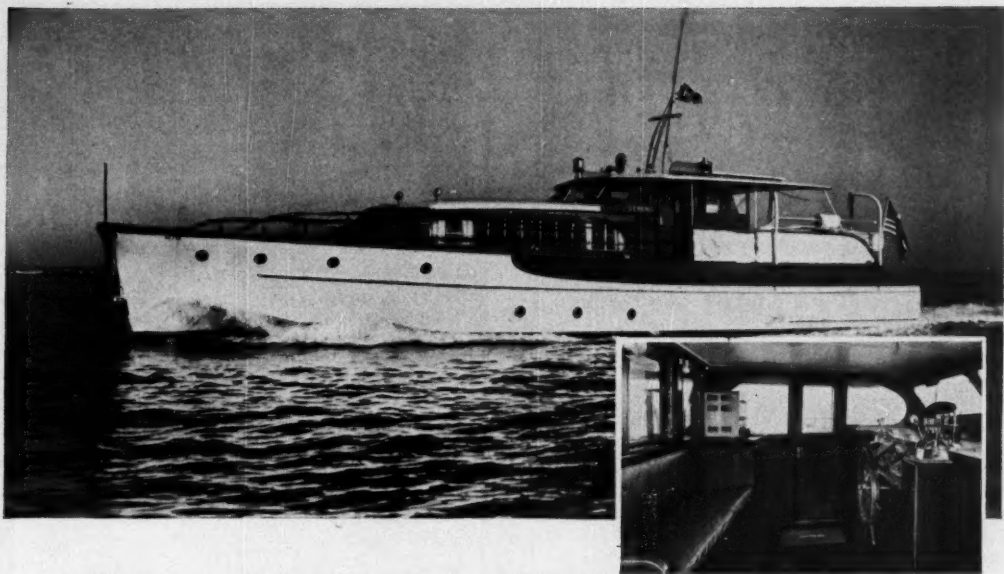
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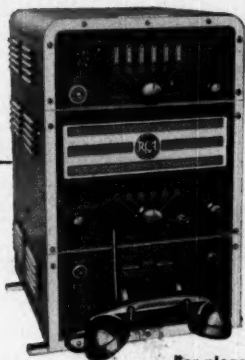




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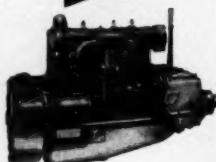


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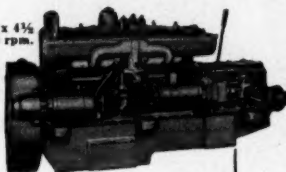
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# PACIFIC MOTOR BOAT

A MILLER FREEMAN PUBLICATION

JUNE, 1950

Vol. 42

No. 7



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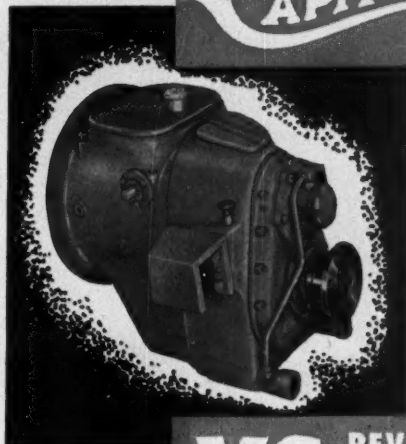
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ENGINE \_\_\_\_\_ HP \_\_\_\_\_ RPM \_\_\_\_\_  
PLEASURE \_\_\_\_\_ WORK \_\_\_\_\_  
NAME \_\_\_\_\_  
ADDRESS \_\_\_\_\_  
CITY \_\_\_\_\_ STATE \_\_\_\_\_

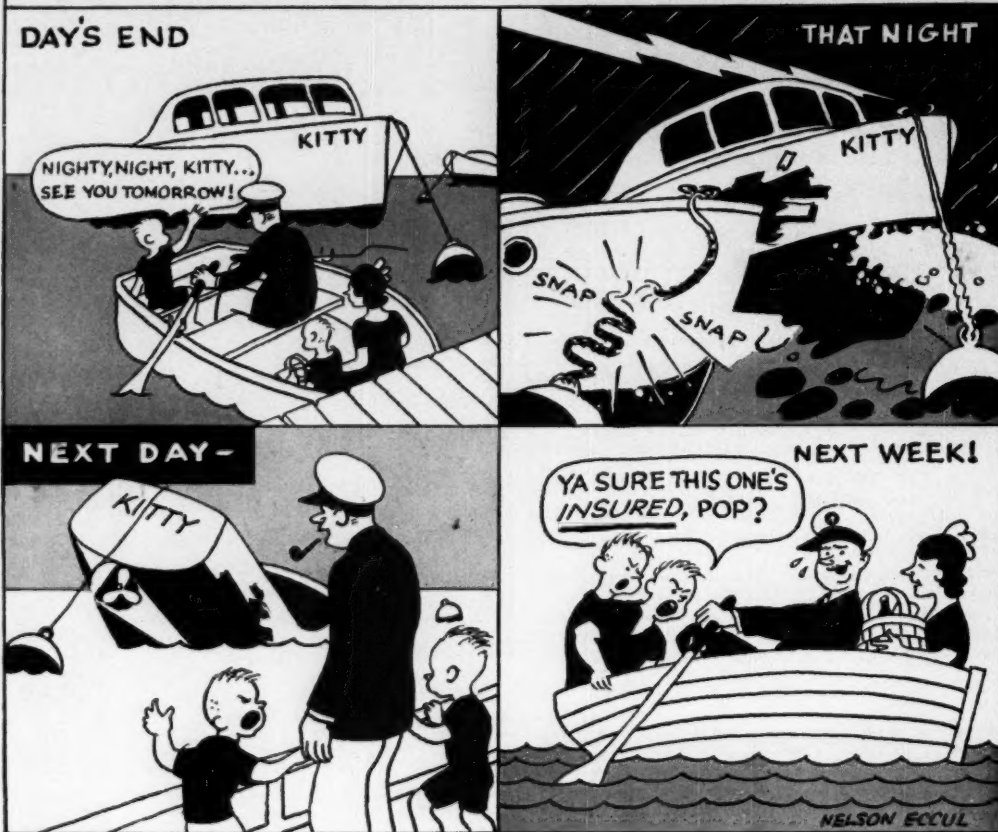
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Off for a deep sea cruise. Frank Bacon (left) and Bill Killam start out in their 16-foot outboard, the K-4, on an adventurous voyage along the British Columbia coast.

Two young men, a 16-foot boat, and a 50-hp outboard cruise 1130 miles in wilderness and ocean.

## "TRY ROUNDING CAPE SCOTT"

PLEASURE was combined with business when F. R. (Bill) Killam and myself decided to make an inspection trip of the pulp and paper mills of British Columbia by outboard boat and motor.

Since the mills lay in a wide circuit of the coast of British Columbia and Vancouver Island, a watery route of 1130 miles lay ahead, including open ocean off wild, jagged coastlines, wide, treacherous straits, and deep, mountain-flanked inlets.

The boat chosen for this voyage, which was to make the trip novel as well as exciting for us, was a 16-foot double-planked speed boat, powered by a 50-hp Evinrude Big Four outboard motor. A top speed of 30 knots and a cruising speed of between 10 and 20 knots was possible, the speed of travel, of course, dependent upon weather and sea.

For eating and sleeping there were ample accommodations. We had a

Frank C. Bacon

Coleman gas stove, air mattresses, sleeping bags, kitchen utensils, and even a portable radio for obtaining weather reports. A removable canvas top stretched over a plastic-coated tubular magnesium framework, weighing only 10 pounds, provided shelter.

The first objective was the pulp mill at Woodfibre, B. C. A late start from Vancouver on July 13 brought us as far as Gambier Island in West Howe Sound, a few miles north of the city. As the night was extremely mild, we camped on shore. The next morning, after minor preparations, we set out for Woodfibre in sunny weather and calm seas and arrived within an hour.

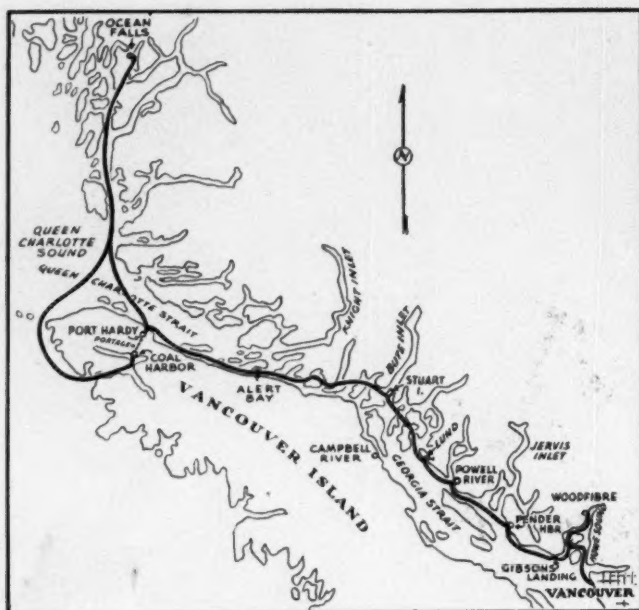
After an overnight stop at the pulp mill, we headed on our way and spent the following night again on Gambier Island.

On July 15 came our first test of open water in Georgia Strait. Some time was spent at Gibson's Landing at the entrance to Howe Sound, making final preparations for the lengthy trip up the coast. Food and fuel were taken on board and lashed down because a strong westerly wind was blowing and the seas were very choppy. This necessitated a reduced speed of 10 knots. After a steady pounding for two and three-quarters hours we reached Pender Harbor, where we stopped for refueling.

After leaving Pender Harbor the sea grew steadily calmer and we proceeded at increased speed to the pulp mill town of Powell River, where we arrived in a very short time.

At Powell River two friends were taken on board with great expectations of a day of fishing at Yuculta Rapids. Enroute the four of us





Route of the "inspection cruise" of the K-4.

stopped at Lund for gas and proceeded through choppy seas and a strong northwesterly wind which brought a drenching rain.

Due to these wind and weather conditions the trip had to be made by chart and compass and was without incident except for a long run up Bute Inlet while we were endeavoring to find the entrance to the Yuculta Rapids! Therefore Stuart Island was not reached until 3:30 a.m.

By this time all hands were very cold and hungry and the first stop was therefore for food and not sleep. Breakfast was cooked in the warehouse shed on the float and eaten in somewhat primitive style due to the fact that in our haste to leave Powell River our eating utensils were left there by mistake. After an excellent meal consisting mostly of scrambled eggs we turned in at 4:30 a.m. for a good night's sleep, three in the boat and one in the shed.

The next morning was spent fishing in Phillips Arm with no particular luck, but as the weather was sunny and bright we thoroughly enjoyed the outing. That night the return trip was made to Powell River where the two guests were let off at their homes.

Again Frank and I turned north and spent the night at Refuge Cove on Redonda Island. In spite

of a steady downpour we spent the night comfortably on board. We cleared this port at 8:45 a.m. on Monday, making one stop again at Stuart Island for gas, oil and weather reports, and then threaded our way through the narrow channels at a good speed for Alert Bay.

The weather was good with a high overcast, until we reached Johnston Strait where we found a strong northwesterly funnelling from Queen Charlotte Sound slapping against the ebb tide. In spite of the rough seas, however, we reached Alert Bay at 9:30 p.m., covering 120 miles in only 10 hours running time.

The next day we cleared Alert

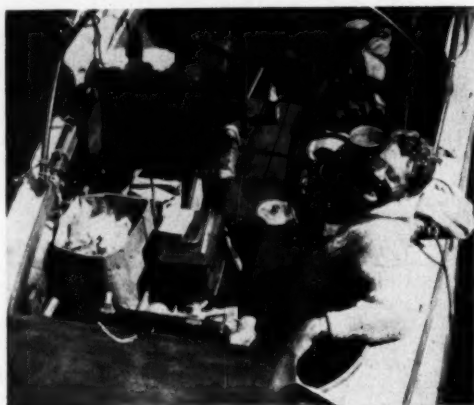
Bay at 7 a.m. and stopped at Hardy Bay for gas and oil. Failing to obtain it at this point, we proceeded to Hurst Island where a supply was obtained and final preparations were made for crossing Queen Charlotte Sound.

The first glimpse of the mighty Pacific was awesome, especially to the two men in the bobbing 16-foot boat. However, there was no wind, and an uneventful passage north was made except for dodging numerous fish boats with their nets. A good run in reasonably calm weather was made to Ocean Falls at the extreme end of Cousins Inlet on the coast of British Columbia mainland where the pulp, paper and sawmills of the Pacific Mills Company are located in the wilderness. Some 160 miles had been run in 9 hours 15 minutes running time, an average speed of more than 17 mph.

Unfortunately while entering Ocean Falls some stray refuse in the water had fouled the cooling system of the engine and by the time the dock was reached the motor had stopped. The engine, therefore, had to be overhauled, which involved, among other things, making and installing several new piston rings. Pacific Mills assisted greatly by making the rings, and we appreciated it very much as otherwise the balance of the trip would have had to be abandoned.

After the necessary repairs were made and a pleasant visit spent with friends at the mill, customs was cleared in the afternoon of Friday, July 22. Arriving at Cape Clarke at the foot of Calvert Island, we anchored alongside a fisherman, John Haines, who supplied us with some extra gas.

The original plans had been to avoid an open ocean voyage down



The cockpit becomes the galley—Bill Kilham lunches at Stuart Island.



the west coast of Vancouver Island by portaging via the Port Hardy-Coal Harbor Trail. After much discussion with Haines we decided to try rounding Cape Scott at the northern tip of Vancouver Island and proceed down the West Coast.

After a rainy night we started under a high overcast, but with reasonably calm seas. Cape Scott was reached at 2 p.m. after a most pleasant crossing.

From this point on to Quatsino Sound conditions were not nearly so favorable. The sea became extremely uneven from a strong northwest wind bucking the tide. The waves appeared to be 200 feet long and about 30 feet high with a miniature Niagara Falls at the top of each crest. Neither Frank nor I had ever experienced such violence in a boat of any description.

So that no experience would be omitted, the wind suddenly changed to southeast, accompanied by a driving rain about half-way between Cape Scott and Quatsino Sound. During this part of the trip we found it necessary to run dead slow in order to stay with the boat.

It therefore took us three and one half hours for the thirty-odd miles from the Cape to the Sound. Once during this time the engine had to be stopped to clear the cooling system of kelp, but Old Faithful started again with amazing rapidity. The calm waters of the Sound were a sight for sore eyes and more than welcome because our gasoline supply was exhausted. An Indian fisherman, Jimmy Nelson, hove in sight and replenished the dwindling gasoline supply. We then made our way to Coal Harbor for gas and thence to Port Alice where we arrived at 10 p.m. Here we were made welcome and had a most pleasant time while recuperating from our West coast experience.

We continued back to Coal Harbor, on Holberg Inlet July 26 and at noon we had the boat lifted out of the water with a derrick onto a truck. With our boat we rode across the portage to Hardy Bay where we put the boat back into the water at 4:45 p.m.

Our next stop was made at Alert Bay for provisions. That night, by chart and compass, we started down Johnston Strait for Salmon Bay which was not very well lighted and did not prove much of a landmark.

We proceeded through the Greene Point Rapids to Shoal Bay, Thurlow Islands, where we arrived at 4 a.m. The trip was without incident ex-

(Continued on page 46)

Quiet waters of the deep inlets makes fast running for the K-4.



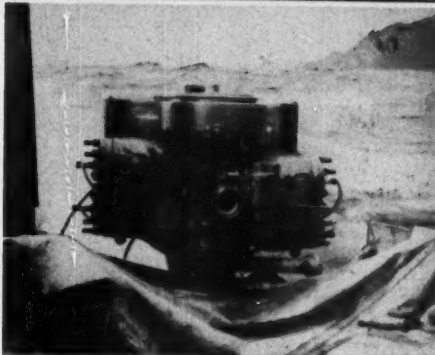
At anchor off the beach near Powell River.



Frank Bacon rides the truck with the boat as the overland portage between Coal Harbor to Port Hardy begins.



Rough water off the West Coast of Vancouver Island. "Old Faithful," the 50-hp Evinrude, did not falter.



Can new small boat harbors be developed at Seal-Sunset Beach, Upper Newport Bay, Dana Point, and Seal Beach Harbor?



## Wanted! More Anchor Room in California

**T**HE need for small boat harbors in Southern California has reached a "danger" point. Every boat owner and individual associated with boating has agreed that unless additional moorages are created, the development of Southern California's great marine industry will be retarded.

To realize this one has only to visit Newport Beach and see the pressure which is put on every available spot where a boat can be moored. New boat owners, and those who might buy a boat, are clamoring for more facilities for sail

by Harry Welch, secretary,  
Orange County Harbor Commission

and powered pleasure boats, as well as for the many hundreds of sport-fishing craft which constantly use the waters along the California coastline.

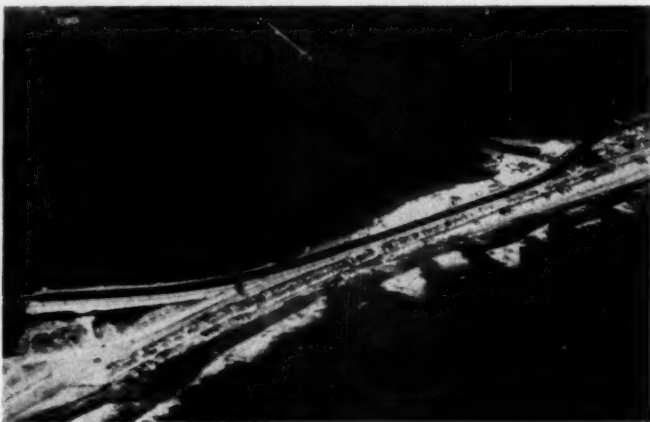
Orange County with its forty miles of attractive shoreline fronting the Pacific affords opportunities for the construction of three or four additional small-craft harbors. Upper Newport Bay is one of these required new developments.

This Upper Newport Bay region

Above. Although Newport Harbor is one of the most crowded small boat harbors in California, its facilities could be nearly doubled with the development of the Upper Bay shown at top of photo.

when improved, should furnish an area about equal to three-fourths of that part of the bay that is now in use. The improved section, now accommodating some three to four thousand boats of all sizes and kinds, is utilized to the full and is flowing over.

There are no difficult engineering problems to be solved in the Upper Bay project. There is, however, the problem of designing and providing a high-level bridge across the junction of the undeveloped area with the now-crowded lower bay. It will require a big bridge, because it must carry the great flow of fast traffic that now uses Highway 101A. This highway is the main line of travel between Los Angeles-Long Beach on the one side and with San Diego and the Mexican border on the other. But when we see the many giant bridges which the state has built throughout the north, and in other parts of the state, this bridge problem should not be much of an obstacle to the bridge engineers in Southern California.

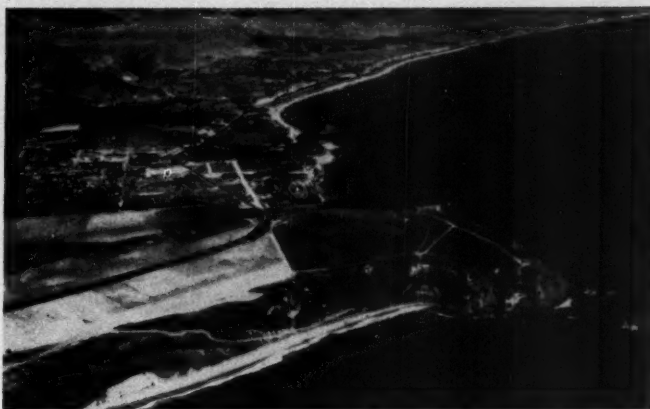


Behind this Seal Beach-Sunset Beach coastline is a vast tideland area which can be developed into an ideal marine and small boat facility.

For another small harbor project we turn now to the west end of the Orange county coast line. Here we find that within recent months a vigorous effort is being made to have the federal government turn over to the City of Seal Beach that part of Seal Beach Harbor which lies to the South of Coast Highway 101A. This area was a port of sorts many years ago, when it was known as "Anaheim Landing" and was then a shipping point for the central part of Orange County. As far back as 1874 the old Pacific Mail Steamship Company's boats landed passengers and freight at this point.

However, the use of Anaheim Landing as a port was discontinued many years ago. Then along in 1944 part of the Anaheim Bay area was taken over by the Government for use during the War as an ammunition and submarine net depot for the navy, and listed as Seal Beach Harbor. It played an important part during the war, but since the end of World War II the harbor, as a net depot, has been almost entirely inactive so far as the navy is concerned. The entire net and ammunition depot covers over 4,000 acres, the greater part of the base being used for storage of ammunition for the ships of the Pacific Fleet. These dumps or storage houses cover a big expanse while the harbor area proper is only about 35 acres in extent. This water area now developed and ready for use would make a valuable addition to the small harbors on the coast because of its close proximity to the metropolitan area of Los Angeles.

The request made by the City of



Dana Point coastline showing San Clemente to the right. Could small boats be harbored here?

Seal Beach is only for the 35 acres in the present harbor site. Orange County, through its Board of Supervisors, has joined in the City's request and has also initiated some studies of the adjacent lands with a view to possible ultimate development and use of a much larger area for recreational purposes.

Previous to the war, the Board of Supervisors of Orange County had appointed a special "Citizens' Committee" to study the whole beach area from Seal Beach to Sunset Beach and Bolsa Chica. At that time it was suggested that the steady growth of Southern California would require and, in fact, demand the establishment and the building of additional commercial harbors. This "Citizens' Committee" made extensive but preliminary harbor studies. Nothing definite has been decided,

in which they received the cooperation of Long Beach Harbor and Newport Harbor officials. They had a comprehensive plan under review for the development of the area, when the demands of the war put an end to any further consideration of the project for a time.

The present studies are directed chiefly at the recreational angle. By some it is believed that the area might be considered for development on a "District" or "Authority" basis, the area to be included taking in not only Seal Beach and its possible expansion into a larger harbor project, but including also the adjacent marsh lands, tide lands, and if necessary acquiring privately-owned properties. The "Authority" or "District" suggested might include parts of Los Angeles County, Long Beach and Orange County, but officials and local organizations, particularly in Orange County, are giving the idea careful study.

The Board of Supervisors of Orange County at the request of some of the far-sighted citizens in the San Clemente-Dana Point area, a short time ago, authorized R. L. Patterson to make a preliminary study of the section of the coast line between San Clemente and Dana Point. This study was made with a view to finding out if the Board would be warranted in spending a larger sum of money which would be required to make a comprehensive survey and report.

The citizens of the San Clemente region were interested in a small harbor and wanted it to be nearby, if not exactly within their city. As a result of their inducements the supervisors ordered the preliminary study made. It is now in the hands of the Board of Supervisors of which



Seal Beach Harbor, now almost deserted by boats, is held by Navy.



Willis H. Warner is chairman. Other members are Irvin George Gordon, Willard Smith, C. M. Featherly, and Ralph J. McFadden.

San Clemente folks point to the close proximity of their area to some of the finest sport fishing waters on the Southern California coast and they believe this should prove a big attraction and advantage. Engineer Patterson's report when distributed will be carefully considered by a large section of Orange County's population.

In examining these small harbor projects the question of finance looms very large. Natural harbor locations are few. When harbor works are to be built in the open ocean the costs usually run to big figures. There are probably some locations which will warrant reasonably large expenditures and still provide a substantial prospect of return. It will require ample time and liberal education to apply the lessons learned from the success at Newport Beach. It must also be pointed out that Newport's success did not happen overnight, but that it required many years of hard work, by a lot of folks, at a time when help was hard to get. It also required the spending of over one million dollars by the City of Newport Beach when that city was "just a wee sma' place" and also over a million dollars by the County of Orange.

Any program for improvement will well repay for time and effort spent in careful research and study.

The organization of the California Marine Parks and Small Harbors association is a step in the right direction. Perhaps an active campaign by that body will help to solve some of the many problems which confront the development of the small harbors at this time.

The entire subject of "Small Harbors," in the opinion of many, has not received the attention it deserves. Someone has pointed to the many small harbors on the south coast of England and the important part they played not only in the second World War but their great value which was also demonstrated during the first World War.

#### Newport Harbor Yacht Club

In the Marsh series of the Newport Harbor Yacht Club, Dr. Anton Laubersheimer's *Kelea* took the Albabross title. Under the newly-imposed inverted system of scoring, *Kelea* won over Don Edler's *Ace* by a ¼ point.

## Record Fleet Off to Ensenada!

**B**OOMING of the starter's cannon sent away from Newport Beach on May 4 a huge contingent of racing yachts for the third annual renewal of the international race to Ensenada, Lower California, 140 miles away. Entry Chairman George Michaud had 131 names on his list when he closed it a few days before America's greatest blue water classic got under way.

Cliff Chapman, president of the Newport Ocean Sailing Association, had proved once more his contention that interest in this great contest for sailing honors would grow with each passing year. The entry list was the biggest to date.

Twenty yacht clubs were represented and these located from San Diego to Seattle. Los Angeles Y.C. led with 22 entries; Voyagers had 19; Newport Harbor Y.C. had 15; San Diego Y.C., 13. Even the U.S. Navy wanted in, and had a specially trained crew under command of Lt. (j.g.) Hal P. Rice, racing the 90-foot yawl, *Saluda*.

To avoid confusion and near collisions and mishaps of the 1949 start, the start this year was in two parallel courses off Newport Harbor entrance. In one lane were the L.D.R.R. yachts; in the other the A.H. class. Although the start was not as spectacular as last year, it certainly gave a break to many of the smaller boats.

They were all there, the winner and losers of last year, and with plenty of newcomers ready and anxious to pit their sailing skill against the veterans of the race.

Fred W. Lyons and his hard-riding crew of the PCC, *Kitten*, last year's winner of the overall, and also champion in the Transpacific race, had to equal 26:54:30 to be abreast of last year's time. Robert S. Miller and crew of the 66-foot sloop *Westward* hoped to be again first into Ensenada's lovely half-crescent bay of Todos Santos.

Hard competitors were in there "pitching" such as Dr. Donald W. Barber's 58-foot sloop, *Branta*; Donald B. Ayres' 54-foot yawl, *Skylark*; Milton Bren's 82-foot cutter, *Pursuit*, which won in 1948 with the sensational time of 19:47:25; George W. Kettenburg's *Eulalie*, which took third in the overall, and second in her class last year; San Diego's Roy Hegg, with the 58-foot sloop, *Sirius*; Wesley D. Smith's 68-foot *Soliloquy*, winner last year of the arbitrary and President Harry S. Truman's cup.

Leo Reardon represented the St.

Francis Y.C. with the 48-foot schooner, *Allure*; Santa Barbara came down with four entries; Charles G. Keeney's *Vip*; Paul Hurst's *Primavera*; John M. Rumsey's *Seline*, and Russell Boner's *Brilliant*.

Night before the race, Newport Harbor was choked with yachts, and, instead of the customary instruction dinner, the various yacht clubs held open house, and the race committee, under Chairman Robert M. Allan, Jr., was available for individual instruction.

An innovation this year was the assigning of the U.S. Destroyer, *Marsh*, by Rear Adm. Wilder D. Baker, commandant, 11th Naval District, who himself was to represent President Truman. The warship acted as escort, and later paid an official visit to Ensenada, holding open house to Mexican nationals.

At the beautiful Mexican resort, the people eagerly awaited arrival of the yachts, and the thousands of friends and relatives who drove down the 75-mile paved highway from San Diego to be on hand. Officially to greet them was the governor of Lower California's northern district, Alfonso Garcia Gonzalez, who represented Mexico's president, Miguel Aleman.

The Newport - Ensenada International Yacht race coincides with Mexico's great holiday, Cinco de Mayo, which corresponds with our Fourth of July celebration. The people of Ensenada regard the international yacht race as their own, and extend their warmest hospitality to yachtsmen and guests alike.

Phil Berg's luxurious power yacht, *Savitar*, was again the official committee boat. Others offering services as escort vessels included Jack R. West's *Monsoon*, C. S. Brokaw's *Marauder* and Jules Roth's *Queen of Sheba*.

#### Moss Landing Pier Planned

Moss Landing Maritime Associates, Donald L. Woodward, manager, has applied for a Department of the Army permit to construct a pier on the westerly side of Moss Landing, Calif., Harbor, it was announced by the U. S. Army Engineers.

Interested parties are invited to get full information and to submit in writing any protests based upon the interests of commerce and navigation. Communications should be made with the office of District Engineers, 180 New Montgomery St., San Francisco, Calif.



## California Champions . . .

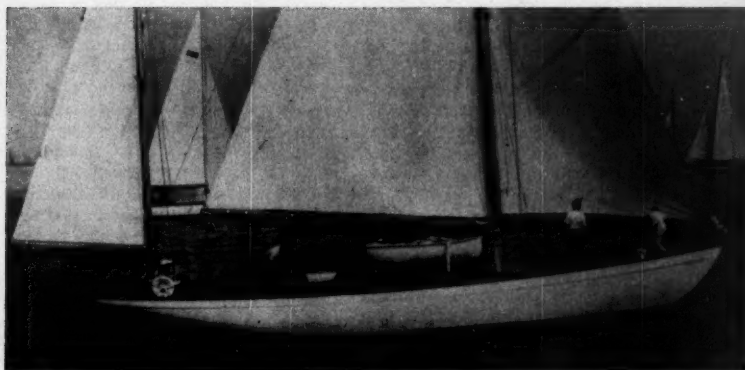
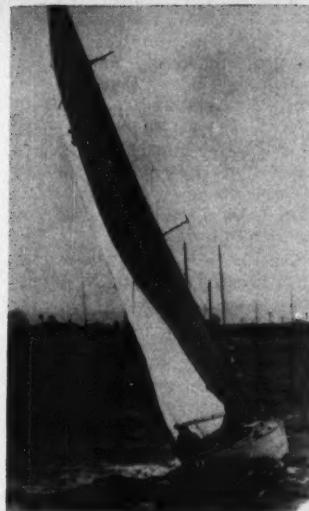
Spring came to the Southland as the first championships of the year were decided in balmy April breezes. Upper photo shows the *Escapade* (left) winner of the San Diego Bay Sir Thomas Lipton trophy in this race off San Pedro April 16. Walt Elliott's California 32 sloop outbattled Harold Barneson's *Lani* of the L.A.Y.C. (center) and Carl Long's runner up, the PCC *Lark* of the Balboa Yacht Club (right).

At right is *Hanahuli*, George Fleitz's champion Rhodes sloop, fresh after the series victory over 15 class rivals in the Easter Series sponsored by the Balboa Y. C.

Film star Humphrey Bogart's yawl, *Santana* (lower left), came out of a pea soup fog in the pre-dawn hours of April 3 to win the Voyager's Yacht Club trophy for the 140-mile San Clemente Island trophy.

Bill Lapworth, designer of the light displacement sloop *Flying Scotchman*, sailed *Fidget* to win the International 14's Easter series. In June he'll serve aboard the *Flying Scotchman* in the Bermuda race.

Bob Ruksauff Photos.





# World's Largest Cruiser Race Expected July 29

**Boats will run from Everett to Nanaimo under revised set of rules; many changes made**

**T**HE largest list of entries and one of the finest races we have ever run is anticipated this year, Dale Cogshall, president, International Power Boat Association, forecast after final details of the International Cruiser Race were announced in May.

"This year's course will be from Everett, Washington, to Victoria, B. C., and will be the shortest race ever run in this big international event. There is nothing in the course or in the rules which will deter any new contestants from entering the race. The waters are protected throughout the course, there will be a full moon, the currents are right, and the current at Deception Pass will be ideal. Finish time of the race is 2 p.m., P.S.T., July 29.

"At least 175 entrants are expected this year, although the Everett Yacht Club predicts 200," he said. "Our biggest year was 1946 when 125 boats finished the course from Port Madison to Nanaimo."

The course this year will start at the Everett Yacht Club in Everett and end off Evans Island off the entrance to Cadboro Bay at Victoria. The route will take the boats via Port Gardner, Possession Sound (north of Gedney Island), Saratoga Passage, Skagit Bay, Deception Pass, Northwest Passage, Rosario Strait, Bellingham Channel (west end of Viti Rocks), Hale Passage to President Channel (south of Matia Island, north of Parker Reef), President Channel (south of Flattop Island, New Channel, Haro Strait (south of Stuart Island), Swanson Channel (north of Moresby and Portland Islands, Shute Pass, East of Coal and Dock Islands, West of Forrest Island, Sidney Channel, West of Zero Rock, East of Johnstone Reef, Baynes Channel (south of Jemmy Jones Island), Finish Line.

Control points are (1) starting line at the northeasterly extension of a line across the outer end of Pier 1, Everett. (2) Onamac Point Light (pass within 200 yards). (3) Deception Pass Outer Light (pass within 200 yards). (4) Vita Rocks



Everett Yacht Club, host club for the International Cruiser Race, has made elaborate plans for the starting festivities this year. Moorings and clubhouses are shown here.

Light (pass within 200 yards). (5) Parker Reef Light (pass within 500 yards). (6) Canoe Rock Light (pass within 200 yards). (7) Finish Line.

"There will be no Alaskan race this year as there were an insufficient number of entrants for the longer race," Cogshall said. "However, the Alaskan race will be definitely run next year."

The rules for the International Cruiser Race contain several changes which will be of interest to all participants.

The entered speed must be not less than seven knots. Previous years a speed of six knots was allowed.

This year speeding up is strictly prohibited, another change. Contestants must reduce speed or stop should an emergency situation arise.

A fourth class is tentatively created, unless, under provisions in the new rules, less than 12 boats fall into the new class.

Choice of an overall winner is decided by an entirely new rule:

To choose the Overall Winner equitably from among those who placed first in each Class certain correction factors will be applied by the Judging Committee based upon average performance within the classes in the current year's race. This process shall be as follows:

1. For each class, calculate the average percentage of error of those cruisers occupying the upper 70 per cent of the places on the lists of relative standings within each class. "Dis-

qualified" and "Did not finish" entries will not enter into this account.

2. Identify the smallest average figure determined in (1) above.

3. Multiply the percentage of error of each cruiser which placed first in its class by the ratio between the smallest average percentage of error (see 2 above) and the average percentage of error determined for said cruiser's own class (see 1 above). It will be noted that this ratio will be 1 for the cruiser which placed first in the class which had the smallest average percentage of error and that it will be less than one for the other classes.

4. Choose as the Overall Winner the cruiser which had the lowest corrected percentage of error as determined in (3) above.

5. All other cruisers which placed first in their classes will revert to their uncorrected percentages of error.

Arrangements to make things pleasant for the racers are being made by the Everett Yacht Club and the Royal Victoria Yacht Club. Customs officials will be on hand to facilitate speedy entering and clearing. Dave Gregory, Everett Yacht Club, is chairman of the starting committee.

In Victoria Dr. R. J. Wride, commodore of the Royal Victoria Yacht Club, reports that there will be dining facilities at the clubhouse, 20-minute bus service to town, and a Hudsons Bay Trading Post on the grounds of the club for the convenience of the American yachtsmen.



Men can take a comfortable back seat with these nautical ladies in charge. Aboard the Andrews' 36-foot sloop *Andale* is Lois Dash (left), co-skipper of the sportsfisherman, *Buster*, Ensign Isabel Andrews, and Jeanette Baird, executive first mate of the 28-foot cutter, *Kukri*. Aft is Curtis Dash. — Beckner photo.

## ***Thanks to the U. S. Power Squadrons . . .***

### ***The Gals Are Learning All About Boat Handling***

**T**HERE are now very few men who feel as did the masters of the old sailing ships: That a woman is just plain bad news aboard. Also there are fewer and fewer who consider the Little Woman aboard as an ornament, a galley slave or useless cargo.

More and more women are becoming sufficiently competent aboard to be signed as the permanent and, in many cases, the favorite crew. The gals are learning. There are hundreds of women who are good sailors, skippers, navigators and good seamen. And they aren't all the Tug-boat Annie type, either.

There are many we know who keep delightful homes, take part in community affairs, do a good job of bringing up their children, and between the marketing, dressy social affairs and PTA meetings have time to put in good solid hours on the Skipper's boat while he is away all day earning the daily bread and

**by Isabel Andrews  
Balboa Power Squadron**

dreaming of a cruising weekend. And these gals are equally attractive in their nylons and heels and city togs as they are in their sailing pants and jackets and top sidlers.

It's not a bad deal for the skippers to have the better half educated about boats and nautical matters, either. We find that the women who have taken the broad course the Squadron gives have a greater interest in boats in all departments.

They know what the score is. They have been introduced to all phases of the subject. They learn about anchoring, navigation instruments, safety factors, mooring and docking lines, knots, rescue at sea, aids to navigation, fire extinguishers, motor boat law and lights, rough weather handling, how to use charts, lay out a course, motor boat handling, prin-

ciples of sailing, how to estimate and correct for drift, how to take bearings, some idea of weather and practicing it, and they may learn about lead lines, sea anchors, towing, tides and distress signals. In fact if they follow the courses through, they can be well informed seamen and navigators.

Knowing all of these things alone gives the women a place in the boat talk around the winter fireside and a much more enjoyable and understanding ride aboard, if she is only a passenger. If she adds experience to her information, she can become a useful crew member on any boat, sail or power, and in some cases we know she can become a competent skipper in her own right.

In addition to the fun of being a working part of the crew aboard, there is a safety factor. Ruth Pierson, whose husband is a member of Balboa Squadron, had to bring the forty-foot *No Excuse* into the harbor,

alone, when her husband became critically ill on the way home from Catalina Island one day, with just the two of them aboard. She did it, and says, "I think the things the women learn in Power Squadron classes are essential to safety."

There are women in the courses now who have been at sea enough, with their husbands skipping, to know that they must be able to bring the boat home competently in an emergency.

There are many women who have taken the course in Piloting who have not taken the examination. In fact it is getting to be quite usual for the skipper's wife to come along to sit through the courses and learn, too.

I would like to pay tribute to the men of the Balboa Squadron who are so generous (women do not belong to Squadrons) to the women who take their courses. I take care of a 36-foot sloop, *Andale*, and cruise with my husband and sons and daughter at every opportunity. While they are all away at business and school, I keep the *Andale* in running order, and I will give full credit to Piloting, Seamanship, Weather, Advanced Piloting and Motor Mechanics courses for being able to take care of our boat and being able to skipper it, sail it or crew aboard. I feel that the Squadron courses are a wonderful opportunity for the wife of a skipper to take an accepted place aboard, and to love boating as her husband and sons do. I am grateful indeed to the Squadron.

Squadron courses have given me the information I needed, and with this information the courage to get out and develop some know-how and confidence. This goes for the other women in the courses, too. It's fun to be able to skipper the family boats, or to take them off the mooring and sail them ourselves, and consequently we have a greater interest in helping keep them up and wield the paint and varnish brushes with better spirit, because we feel a greater love and sense of appreciation for our family boats. We find that you can be very ignorant and not know you are. We find in Squadron courses that there is no limit to the studying and reading and learning that can be done. We are, as we go through the courses, at once constantly delighted at the new things we learn and humble when we know how much yet there is to learn, and we learn to beware of the skipper who thinks he knows it all. For the most learned is the most humble and the most cautious.

## Restricted Areas In Hood Canal Outlined By Army Engineers

WORD has been received that the Army has ignored the overwhelming objections of Washington residents to establishment of restricted areas in Hood Canal and Dabob Bay, although some slight concessions were made, including provision for a clear navigation lane to Quilcene Bay.

Effective May 13, 1950, there will be "Naval operations areas for deep-water aircraft non-explosive torpedo drops" in certain sections of Hood Canal and Dabob Bay, Washington.

The areas will include "All waters of Hood Canal between latitude 47° 46' 00" and latitude 47° 42' 00", exclusive of navigation lanes one-fourth nautical mile wide along the west shore and along the east shore south from the town of Bangor." Also "All waters of Dabob Bay between 47° 47' 00" and latitude 47°

42' 00" west of the line of 10-fathom depth along the west shore of the Toandos Peninsula, and east of a line projected in a southwesterly direction from a point one-fourth mile off the southeast shore of Bolton Peninsula at latitude 47° 47' 00", passing Pulali Point approximately one-fourth nautical mile offshore, to latitude 47° 42' 00", longitude 122° 51' 48".

"These areas will be used intermittently by the U. S. Navy for non-explosive torpedo ranging. Launching will be conducted only between the hours of 8 a.m. and 2 p.m. on days other than Saturdays, Sundays and holidays. Not more than one of the areas will be used at one time. At no time will the navigation lanes generally paralleling the shore be closed to navigation.

"Navigation will be permitted within the areas at all times except when naval exercises are in progress. No vessel shall enter or remain in either area when such exercises are in progress in that area. Prior to commencement of an exercise, the Navy will make an aerial or surface reconnaissance of the area it intends to use. Vessels under way and laying a course through the area will not be interfered with, but they shall not delay their progress. Vessels anchored or cruising in the area and vessels unobserved by the Navy reconnaissance which enter or are about to enter the area while a torpedo is in the water will be contacted by a Navy patrol boat and advised to steer clear. Torpedoes will be tested only when all vessels or other craft have cleared the area.

"When operations are in progress, use of the area will be indicated by the presence of Naval vessels flying a Baker (red) flag."

This information was released by the Corps of Engineers, U. S. Army, on April 27.

## Guide to California Small Boat Harbors Now Available

The most comprehensive guide to small boat harbors in California has been issued by the Corps of Engineers, U. S. Army. The publication is entitled, "Small Boat Harbors and Shelters, Pacific Coast, Coast of California, Information Pamphlet, 1949."

The data on the harbors were collected from various sources and include the latest information.

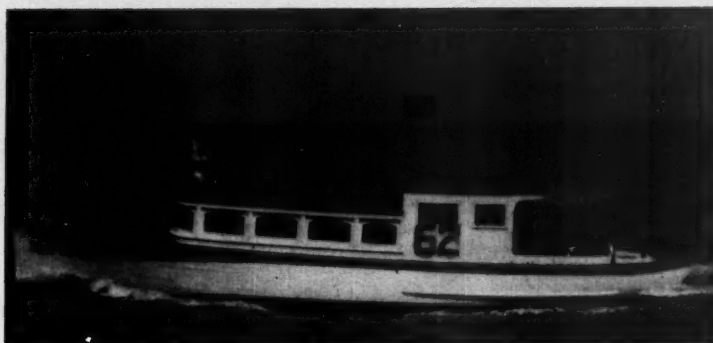
This pamphlet can be obtained by sending a check or money order to the Corps of Engineers, U. S. Army, 751 S. Figueroa St., Los Angeles 14, or 180 New Montgomery St., San Francisco 19.

### Coming Events On the Pacific Coast

May 26—Newport Harbor-Coronado, Newport Ocean Sailing Assn.  
May 27—San Clemente Island Race, Los Angeles Y. C.  
May 27-28—Shakedown Cruise, Rainier Y. C.  
May 27-28—Memorial Day Cruise, Portland Y. C.  
May 27-28—Coronado Y. C. Opening Day Ceremonies.  
May 27-29—Buckner Ocean Race, Corinthian Y. C., San Francisco.  
May 27-30—Memorial Day Regatta, Balboa Y. C.  
May 27-30—Memorial Day Cruise, Olympia Y. C.  
May 27-30—Memorial Day Regatta, Balboa Y. C.  
May 28—Swiftness Race, Straits of Juan de Fuca, PIYA.  
May 30—Long Beach Inboard, Annual 20-30 Club Regatta.  
June 2-4—Nautical Fair, San Rafael.  
June 2-4—San Clemente Island Handicap Race.  
June 3-4—Small Boat Invitational, South Coast Corinthian Y. C.  
June 3-4—Penguin Regional Regatta, MBYC.  
June 4—San Pedro to Santa Monica Race, SMYC.  
June 10-11—Farallon Island Race, San Francisco Y. C.  
June 10-11—Mission Bay Inboard, Outboard, San Diego Powerboat Club.  
June 10-11—Gilbert River Cruise, Columbia Y. C.  
June 11—Spring Race, Burrard Y. C.  
June 11—Coronado Island Race Handicap, San Diego Y. C.  
June 17—Catalina Island Race, Los Angeles Y. C.  
June 17-18—San Diego Power Boat Regatta.  
June 18—Richland Race, Richland Y. C.  
June 24-25—Protection Island Race, Seattle Y. C.  
June 24-25—National Intercollegiate Championships, Newport Harbor Y. C.  
June 25—Long Beach Outboards, Los Angeles Speedboat Club.  
June 27-30—Cruise to Napa River, Aeolian Y. C.  
June 29-July 4—Pacific International Yachting Association Regatta, Pacific Coast Championship Regatta, Vancouver, B. C.  
June 30—Channel Island Race, Los Angeles Y. C.  
July 29—International Cruiser Race, Everett-Victoria IPBA.



**Safe Boating is the objective of the sponsors of the annual C.G.A. race in San Francisco Bay. Only an expert navigator can win.**



## Forty-Year Old Cruiser Wins San Francisco Race

**T**HE Fourth Annual C. G. Auxiliary "over the bottom" race April 13 has the distinction of being the first power cruiser event to draw entries totaling 102 boats on S. F. Bay. Ninety-seven started and only the *Tillicum*, owned by H. Greenlees dropped out with a broken tiller cable, leaving 96 to finish the race.

The weather was clear and wind speed between 10 to 15 mph, the course of 14½ miles was designed specifically for the benefit of spectators and as such was a tremendous success. Tidal conditions were such that the race started at slack water and finishes were on maximum ebb and with the tide.

As usual, all the latest ideas are first tried out in this pre-season race to determine just how well they will function under actual racing conditions. The first was the starts—groups of three and four boats were started as heats but not necessarily with the same entered speed. This permitted the race manager to start 33 heats or groups in a matter of one hour and 4 minutes.

The second innovation was the use of a handicap of 1/10 the entered speed in determining the final error of all contestants. The entered speed was multiplied by 1/10 the entry speed and the result listed as final error. This was installed primarily to compensate for the slow speed entries "time in the water" factor.

As a result a class "C" boat skippered and owned by Ken A. Adams of Stockton, California, was the overall winner with 41 seconds corrected error in the Mathews cruiser *Audrey* which is powered with a 40 hp. Gray marine. His 35-foot boat was built in 1910. This was Ken

by Paul C. Tracy

Ken Adams' *Audrey*, built in 1910, beat almost 100 sleek cruisers in the opening race of the season held on San Francisco Bay.

—Paul C. Tracy photo.

Adams' first race and as a result he is very enthusiastic about the championship series which start with the Oakland race May 6.

Since the idea of this race was generated five years ago, with Flotilla No. 11 San Francisco members as contestants, the event has grown to the present record breaking proportions. Full cooperation of the district office from Admiral Joseph E. Stika on down the line has been the order of the day.

This year the weather station cutter *Taney* was anchored offshore opposite the starting line in front of the St. Francis Yacht Club and from the Coast Guard air station at Mills Field came the PBM and helicopter. The helicopter even stood still in the air long enough for a picture as winners were crossing the finish line.

The air sea rescue team of the mobile communications unit, the PBM, the helicopter and auxiliary training ship CG 83397 demonstrated the close cooperation used in air sea rescue work when the PBM landed and used jato in the takeoff in full view of spectators lining the marina shore.

Winners by classes are as follows:

YACHT	OWNER	SEC. ERROR
<b>Overall</b>		
<i>Audrey</i> , Ken Adams		41
<b>Class A</b>		
<i>Bonnie Alice</i> , George Johnson		67
<i>Almaz II</i> , Max Kniesche		70
<i>Har-O-Lee</i> , Dutch Schaefer		100
<i>Trimmership</i> , Walter Epstein		102

### Class B

<i>Hop-Hi</i> , E. J. Hopkins	120
<i>Graemar</i> , Marshall Hall	121
<i>Huapala</i> , J. C. Rear	124
<i>Lucky Lady</i> , J. Ryan, W. L. Hutchin	149

### Class C

<i>Audrey</i> , Ken Adams	41
<i>Lavilla H.</i> , Wm. V. Heaney	76
<i>Impulse</i> , Les Peter, Jr.	94
<i>Seasaw</i> , W. J. Beck	122

### Underall

<i>How Toy</i> , Ed Alpen	
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## Dream and Hanihuli to Battle For S.F. Perpetual Trophy

Jack Lewin's *Dream*, a Rhodes Race Cruiser, flying the burgee of the San Francisco Yacht Club, is the challenger for the San Francisco Perpetual Trophy race. The Los Angeles Yacht Club will probably name the *Hanihuli*, owned by George Fleitz. Dates of the race, proposed by the Southern California Committee are May 28 and June 4.

Commodore Schimpf, Los Angeles Yacht Club, has appointed Walter Franz, Kenneth Davis and George Rutherford as the regatta committee for the race. The committee appointed by Commodore Emmett Rixford, San Francisco Yacht Club, consists of Victor Kagan, Eugene Younce and Gordon Strawbridge.

### Coronado Yacht Club

Dr. Robert Chamberlain, San Diego, took the trophy in the Woodworth Handicap Series of the Coronado Yacht Club. Ed Turner in *Yalcyon* was second and Charles Soderbery, *Annette*, third.

## Puget Sound - - - San Francisco Bay OPENING DAYS

A record fleet of smartly dressed power and sailing craft officially opened the 1950 boating season Saturday, April 29, on Lake Washington as the Seattle Yacht Club played host to other Puget Sound clubs and boating groups.

Well over 500 boats were estimated to have taken part in the parade from Portage Bay into the lake and to have passed in review before Commodore Tom Tyrer's *Lady Grace*.

Most of the craft were smartly dressed. Judged best decorated were Charles Frisbie's 50-foot sloop, *Alatola*, among the sailboats, and S. L. Savidge's *Mary Ann*, among the power boats.

The sailboats found good wind for the start of their races, but this later died to permit only one class to finish within the official time limit. This was AA Cruising, the big-

stickers, with *Alatola* taking honors here also.

Serving under Chairman M. M. Chism on the regatta sailing committee were Ken Kenworthy, Bill Boeing, Joe Duthie and Dwight Benton.

Among the power boats, which raced a predicted log course around Mercer Island, Ray Stroble of the Queen City Yacht Club brought his *Nina Ray* in with a percentage of error of .0569. *Nina Ray* was followed by Chet Gibson's *Hilma III*, Queen City Yacht Club, .0662; *Sea Scamp*, C. J. Powers, Seattle Yacht Club, .1909, and *Frisky II*, G. W. Douglas, Seattle Yacht Club, .2941.

Thirty-two cruisers competed in the predicted log race, which was arranged by Frank Morris.

Opening Day Regatta Chairman was Lawrence Calvert, assisted by Conrad Knutsen, vice-chairman.

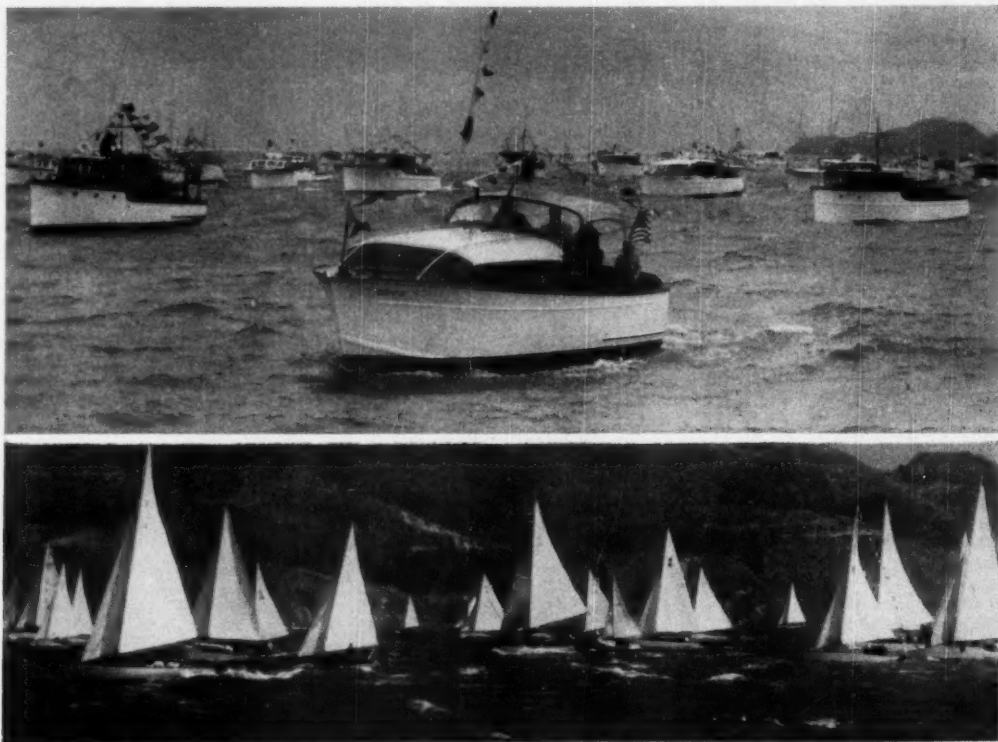
The Mark Mayer Trophy races

were held Sunday under ideal sailing conditions with 103 boats participating.

Winners were Charles Frisbie's *Alatola* in AA Cruising, Hugh Watt's *Lulu* among the 6-Meters, Sunny Vynne's *Alcor* among the Stars, Stephen Chadwick's *Wild Flag* among the International 110's, and John Abel's *Holgazen* among the Lightnings.

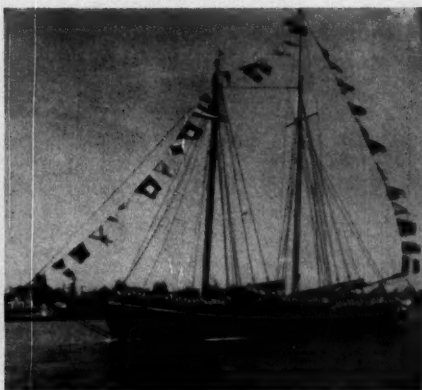
Other class winners were Dolph Zubick's *Cholita* in A Cruising, B. Hyde's *Lady Jane* in combined C and D, John Ellis' *Manana* in combined X and Y Racing, Hugh Brady's *Lemlo* among the Evergreens, Don Fairbank's *Scarlet Queen* among Senior Knockabouts, and Bob Rose's *Jagen* among the Flat-ties.

M. M. Chism headed the race committee, assisted by Bill Boeing, Dwight Benton, Tom Tyrer and Jim Tyrer.



Power and sail for San Francisco Bay's Opening Day parade and regatta. Top, power cruisers turned out in force for the 1950 parade which started at noon under the Golden Gate Bridge. Below, part of the 250 sail and power boats head for Belvedere Cove for the rendezvous. Angel Island is in the background.—Paul Tracy photos.





Opening day on Lake Washington. Left, Seattle Yacht Club's Commodore, Tom Tyrer, saluted the more than 500 boats which passed in review before his flagship, *Lady Grace*. Center, a spectacular participant in Seattle's Opening Day was Edison Kennell's *Gracie S.*, with her Privateer crew lining the deck. Right, start of the Star race.

### Southern California Power Squadrons Confer at Balboa

Delegates from the four Southern California Power Squadrons gathered at Balboa Bay Club for the Annual Spring Conference April 15 and finished off the day with a dinner dance for more than 200 members and guests. Prominent among the guests was Lt. Commander Benjamin P. Clarke of the U.S.C.G. and head of U.S.C.G.A. for that area. He praised the Squadrons for their program of education for boatmen and called the Squadrons and UCSCGA a team making for safer boating and cited the growing effects of the program.

Elected to District offices were Harry Ashton, N, Past Commander, Balboa Squadron, to be new District Commander; Hay Langenheim, AP, at present Lt. Commander, Balboa Squadron, new District Secretary-Treasurer; Leland Jonas, AP, Balboa; Robert Moulton, N, Long Beach; Don Dotson, AP, Los Angeles, and Basil Reed, AP, Santa Monica Bay, were elected District Staff Captains from their respective Squadrons.

Emphasis during the daytime conference was on improved methods and quality of instruction in the Squadron courses and on visual aids designed to display such important features as compass error, dangers of gasoline fumes, rules of the road and aids to navigation.

Lawrence McDowell, Past Commander Long Beach Squadron and retiring District Commander, presided at the delegates session. Robert Reed, JN, Past District Commander, presided at the morning instructor's session. Ted Hambrook, Commander of the Balboa Squadron, presided at the evening dinner.

### Friday Harbor Overtime Custom Fees Again Prepaid by Boating Groups

**Y**ACHTSMEN again will be able to cruise "across the border" into Canada this year during Sundays and holidays without having to pay the usual overtime customs fees, provided they make their port of clearance and entrance at Friday Harbor, Washington. This service will be available from May 7 to September 5, from 9 a.m. to 5 p.m., it was announced by Frank Morris, chairman of the Customs and Immigration Committee of the Northwest Marine Industries, Inc.

Collector of Customs Howard MacGowan announced that some 400 pleasure craft availed themselves of this free customs service on Sundays and holidays at Friday Harbor last year. It is expected that double the amount of traffic will filter through Friday Harbor this season due to the increased popularity of "across the border" cruising, and the strategic location of the popular San Juan Island port.

This service was made available by contributions to a special fund for prepayment of the overtime fees from American yacht clubs and airplane owners. The plan also amounts to a gesture of "good neighbor" policy with British Columbia, as the American yachtsmen have always enjoyed the privilege of free customs service, including overtime, in British Columbia ports.

Through cooperation of the Seattle Customs District headed by MacGowan, the committee, under direction of Frank Morris, has been successful in obtaining a number of improvements in the general customs

and immigration procedures for yachtsmen of the Pacific Northwest, namely:

(1) Reciprocal cruising privileges in U. S. and Canadian waters by pleasure craft. (Canadians have always given U. S. boats a maximum 90-day cruising permit, while U. S. requirements previously necessitated foreign boats to enter and clear at each customs port visited, with payment of fees at each port.)

(2) Declaration of the ports of Friday Harbor and Anacortes as pleasure boat ports where vessels of less than five net tons, travelling from Canadian ports, through and/or east of the San Juan Islands, may report without the formality of entry and thus avoid the usual fees.

(3) Encouraging owners of yachts of 5 net tons and not over 15 gross tons to secure yacht licenses, permitting them to "go foreign" without clearing or making formal entry. Such vessels, of course, must report to customs upon their return.

(4) Extending the hours of service at Friday Harbor from 9 a.m. to 5 p.m. on Saturdays, instead of 8 a.m. to 1 p.m.

(5) Extending the hours of service at Friday Harbor from 9 a.m. to 5 p.m. on Sundays and holidays from May 7 to September 5, this year, by method of prepayment of fees from a fund created by yachting organizations and airplane owners.

Special emphasis is being given section (3) in which is mentioned the desirability of obtaining yacht licenses for vessels of five net tons and not over 15 gross tons.

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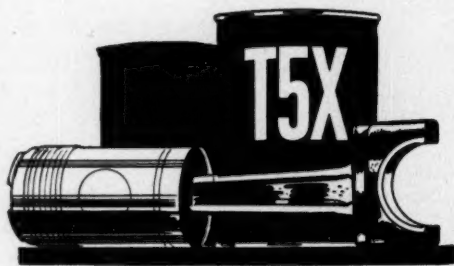


**2.** This marine operator finds that T5X does *not* break down under long hours of continual heavy load. At overhaul periods the upper piston area heads and pans prove to be exceptionally clean and free from carbon. And, by using T5X exclusively, this firm\* keeps wear to a minimum.

*\*Name available upon request.*



**3.** How can T5X stand up for long periods under critical operating conditions? Because this great oil is made by blending a 100% paraffin-base stock with an outstanding combination of *fortifying compounds*. And it was from these powerful additives that T5X got its famous purple color.



**4.** The answer to your *severe* lubricating problems, T5X cleans your engine as it lubricates; keeps the rings free; halts the formation of harmful carbon and sludge; and keeps the precision-filled moving parts covered with a protective film of oil under all operating conditions.

You can get T5X at any one of the Union Oil marine stations located in key Pacific harbors from Alaska to Panama.\* Look for the sign of the orange and blue 76.

**76 UNION OIL COMPANY OF CALIFORNIA**

\*Union Oil marine products also available in most principal West Coast ports throughout Central and South America and in the Far East.

# "Desert Circuit" Outboarders Race at Blythe

by Elgin T. Gates

CLOSE to two thousand eager racing fans were treated to a thrilling exhibition of driving skill on the afternoon of April 2 when the Blythe Boat Club sponsored the second outboard regatta of the 1950 season. Sanctioned by the Colorado River Racing Association, and known locally as the "desert racing circuit" the regatta attracted over sixty drivers from all over the southland to compete against each other for the beautiful trophies and prizes posted for all classes.

Located on the Colorado River 12 miles north of Blythe, California, the Blythe Boat Club has been built into a modern, up-to-date club by members of the organization. Complete facilities for drivers and spectators alike have been installed, and the race course itself is laid out on the swift waters of the river directly in front of the clubhouse.

The lead-off race of the day was the tiny Midget Hydros powered with 7½ hp. engines. In a photo finish, the first heat was won by Steve Brown of Needles, followed by Elgin Gates of Needles and Sparky Reed of Blythe. The second heat was won by Gates with Brown second and Reed third, thus making a tie for first place between Gates and Brown which was settled with a flip of the coin.

When they rolled out the A Hydros for the next race, Doug Hunt, a lad who was ducked in the first start proceeded to waltz around the course to win both first places, followed by Gates, and Mike Davidson of Yuma, in that order.

The C Runabout race produced the second flip of the day when Horace Chambers of Needles, trying to catch the pack, ended up in the river with the boat on top, leaving Bill England of Needles to capture the first place trophy, and Austin Secore of Needles took top honors in the Racing C Runabout.

Then the B-Hydro boys took to the water. When a combination of drivers like Homer Sain, Cran Blaylock and Randy Van Noy, all from Blythe, get together with some of the northern lads, the rooster tails really start flying. Their Mercury engines were singing to the tune of better than 6500 rpm as they barreled into the first turn which was rough and tight. When the water settled again it was Sain in the number one spot with Blaylock and Van Noy taking second

and third. The Blythe gang repeated their performance by knocking off the Racing B Runabout event with Blaylock winning both firsts in handy fashion followed by Van Noy and Sain.

The Racing A Runabout trophy went to Doug Hunt, with Jim Davidson of Yuma taking second, and Gary Reed of Blythe copping the third place award.

Eleven drivers were entered in the Utility B Runabout race, and the first turn of the first heat was a mass of closely packed boats as each driver attempted to gain the lead. On the basis of points earned in both heats, Jack Battley of Needles took the first place award with a first in the first heat and a third in the second. Jack Butler was second overall, and Van Noy of Blythe won the third place award.

The "Powder Puff Derby," or ladies race, produced a thrill a minute. One girl was watching the starting clock so close she got "throttle-cramp" and ran into the bank wide open, then spent the rest of the race cranking the engine. At the first turn several of them tried to occupy the same space at the same time. When the smoke cleared away, three were "conked out" and floating down the river. Final results were Dottie Reed

of Blythe, first, Dollie Gates of Needles, second, and Ruth Scott of Blythe, third.

The final two events of the day were the D Runabout and the Unlimited races. Ray Skinner of Fontana rode his leaping mount for two laps before it finally got out from under him and turned over, giving Ray a cluster to his Hell-Divers medal. The race was won by Mike Davidson of Yuma, with second place going to Herman Horn of Needles, and Skinner was awarded third place for his try.

In the Unlimited race, Melvin Scott of Blythe, driving a special racing outfit, took top honors to retire a perpetual trophy as he easily outdistanced the service rigs. Second went to Worth Borman of Fontana driving a 25 Mercury on a C Hydroplane, and third went to Blaylock with his flying B Hydro powered with a Mercury 10.

## Culver Craft

Culver Craft, Reseda, Calif., Box 335, has available for all boat-lovers a free booklet on the building of a cruiser at home. This company supplies full size cut-out patterns for cruisers and a 40-page instruction book with 50 illustrations is supplied with each set of full-size patterns.



At Blythe, California. (Top) Part of the field in the first heat of the Utility B Runabouts. (Below) Melvin Scott, center, is awarded the Unlimited Trophy. Mrs. Scott (left) was third place trophy winner in the ladies event. Don Brotherick, race chairman, (right) presented the trophies.



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Spokane—Trudeau's Outboard Service  
Stanwood—Les Geisel

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McGrath—Northern Commercial Co.  
Nenana—Northern Commercial Co.  
Nome—Northern Commercial Co.  
Petersburg—The Trading Union, Inc.  
Ruby—Northern Commercial Co.  
St. Michael—Northern Commercial Co.  
Sand Point—Aleutian Cold Storage Co.  
Seldovia—H. S. Young Mercantile Co.  
Seward—Seward Hardware Co.  
Sitka—Sitka Cold Storage Co.  
Tanana—Northern Commercial Co.  
Unalaska—Northern Commercial Co.  
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## A Few Non-Technical Thoughts Regarding A Powerful Subject

# Propellers

by William Garden, N.A.

**I**N the spring we all seem to be buying propellers, hauling them out to have straightened or changed occasionally. The controversy wages long and hot on the subject.

A few random thoughts come to mind regarding the subject that might be of interest to the student and the boatman. You will probably say, "How about some exact facts and data on screw propellers rather than random thought;" but to get precise facts on such a subject we must find a brave man indeed.

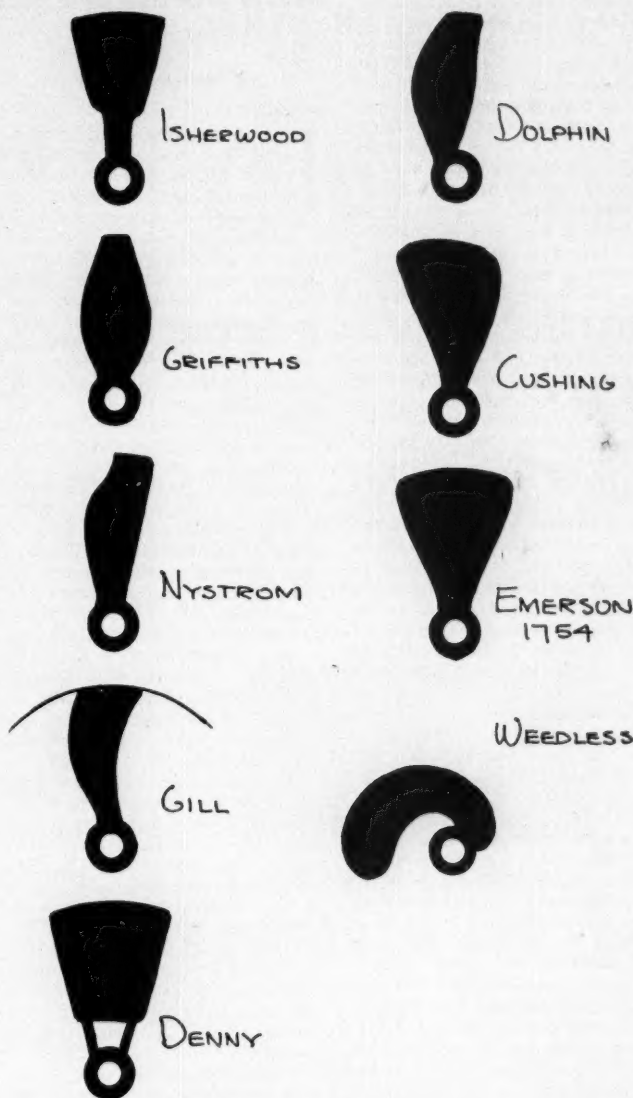
Like most forms of engineering, propeller calculations must be heavily salted with practical experience in order to become palatable. Being a lover of fact and exact results I once spent several months delving into the science of propeller design. After wading through weeks of axial thickness ratios, wave factors and thrust deductions, I discovered that I came out very close to the door I went in. When you find a man that professes to have marine propulsion under his thumb you have also found a man new to the waterfront.

As far back as 1895 a well-known propeller authority and author on the subject remarked that in determining proportions of screw propellers successful designers do not follow completely any of the theories, but depend upon experimental information and are guided by the knowledge acquired by practical experience.

While we're on this phase of the subject, it is worth remarking that extreme care must be used in evaluating the results of any test of marine propulsion. I have read affidavits concerning the results of speed trials, written by supposedly experienced men, in which they passed judgment on the efficiency of two different shapes of propellers although two types tested were each of different diameter and pitch. An absolutely impossible situation.

Unfortunately most experimenters are interested mainly in proving a point so their calculations and results must be scrutinized with care.

If you wish to check your boat with a propeller of different size, do it over a measured mile and decide



Some of the few interesting propeller blade shapes developed during the past 200 years.

what you hope to prove before starting out. The notorious "bulkhead mile" when paced by an auto is next to useless and results in greatly exaggerated speeds. For proper results make two runs with and two runs against wind or current at both wide open and cruising throttle. When checking a new type of prop-

ler or blade the only way it can be done is by using the same diameter and pitch and turning it at the same number of revolutions as the trial horse. A speed check can be made only in this way and a careful observation of throttle setting will determine comparative torque and fuel consumption.

Often the discussion centers around the type and make of propeller best suited for the job. The only answer is, go to an architect or acknowledged propeller expert and find out. All of the propeller manufacturers will give such information free of charge but the value of their recommendation will rely on your honesty regarding the boat's speed. If you think the boat can go faster it's a good idea to visit an architect doing small boat work and find out the potential speed of your boat.

An interesting and instructive pastime at a boat show or club is to check propellers against advertised or stated speeds. You will quickly lose all faith in the boat speeds that whiz around the club house fire. Disregarding wave or other important factors we can get a quick and reasonably accurate idea of speed by multiplying the pitch in feet times propeller revolutions times what we will call efficiency. Then an 18-inch pitch propeller turning 1000 revolutions on a typical motor boat or 30 per cent slip or 70 per cent efficiency will work out at 1.5 feet x 1000 x .70 equals 10.5 knots. Seventy per cent is a safe figure to check with, although occasionally a light easy running boat will get up around 80 per cent. Moderate speed cargo steamers of low revolutions can beat this considerably due to the wave factor, but look with distrust on the power boat that is said to run with less than 20 or 25 per cent slip. Most will run closer to 35 per cent due to the propeller revolutions being too great for the boat speed. I have looked at well-known stock boats with a prop that would be operating at minus slip if they would go the advertised speed. In other words the boat would outdistance the propeller.

Which brings us around to the most valuable secret of propeller efficiency ever divulged for 35c. This is a simple thing that the most untechnical mind can handle and if followed religiously it will increase speed and save many dollars of the fuel every year.

The secret is to throw all of the junk overboard and lighten her up. In most modern motor yachts speed is a product of weight and horsepower. Cut the weight down and performance will increase proportionately. Think what you would pay for a propeller that would boost your speed half a knot—yet many boats are packing around several hundred pounds of cherished junk that cuts down running speed by about this amount.

## Puget Sounders Confer with Columbia River Boatmen

by Lawrence Barber

**I**N the first intersectional yachting conference between Puget Sound and Columbia River clubs, held at Portland Yacht Club, April 22 and 23, a delegation of more than 100 Puget Sounders told the Columbia rivermen about plans for the International Cruiser Race in late June and Seattle's Seafair in August, and the Columbia rivermen told about their own cruising waters and politely "dared" the Puget Sounders "to come down by boat and see us some time."

The meet was initiated by Commodore Russell Rathbone and Committee Chairman A. L. Atherton of Queen City Yacht Club, and was arranged by a group of leaders of the nine Northwest clubs that participated. G. Art Randall, vice commodore, Portland Yacht Club, was in general charge of the Portland arrangements.

Talks and movies featured the Saturday night meeting in the Portland Y.C. clubhouse, with Randall and Commodore Robert H. Calef of Portland as co-chairmen. Introduced were Commodores Charles Ulrich, Columbia River Yacht Club; Truman T. Smith, Rose City Yacht Club; Rathbone Ted Worthington, Tacoma Yacht Club; C. L. Klieves, Bremerton Yacht Club; Roy Palm, Rainier Yacht Club, and the following representatives of commodores: Dr. J. J. Frits, Everett Yacht Club; A. F. (Doc) Harvey, Seattle Yacht Club.

Dale Cogshall, president of the International Power Boat Association, went into some detail on the history and plans of the race and said rules would be ready for distribution by late May.

Rathbone issued a special invitation to Portlanders to join in the race in view of the fact that 25 to 30 Portland and Columbia River yachts cruise north each summer.

"You have demonstrated your abilities as navigators by your trips up and down the coast," he said. "You will not find our race difficult and you'll enjoy it. Two points to set down and stick to, however, are these: Know your boat speed right down to the second per mile, and have a good compass aboard and believe it."



Frank A. Koehler, left, president, and Victor R. Walder, vice-president, respectively, of Columbia River Yachting Association for 1950. Elected at the annual meeting April 15 at Portland Yacht Club.

A feature of the meeting was the announcement by Orth Mathiot, of Portland, that he was building a racing boat that he hopes to pit against *Miss Seattle* at the Seafair.

The visitors were taken for cruises on the Columbia River the next day, about 12 boats participating. Most of them cruised upstream about 18 or 20 miles before they turned back but the fast *Vorlage*, owned and skippered by Ernest Swigert, went to Bonneville.

With this meeting as a starter, the sponsors hope to follow it with annual get-togethers by yachtsmen of the two major Pacific Northwest districts in future years.

### Moorage for 300 Boats Sought in Tacoma Project

A plan to provide moorage for more than 300 boats in the Day Island Lagoon, Tacoma, Washington, is being considered. An engineer's survey of the area has been ordered by the Pierce county commissioners.

The investigation was started by the initiative of the Tacoma Boat Haven committee, whose members include Allen Petrich, Lock McLean, Frank Walters, William Allard, Horton Wilcox, Erling Bergerson, Don Wallace.

County Engineer W. A. Stacer will investigate the cost of installing a small drawbridge on the present span over the mouth of the lagoon to Day Island. Also studied will be the cost of relocating the access road to Day Island further south.

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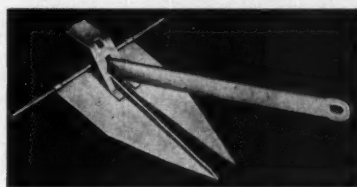
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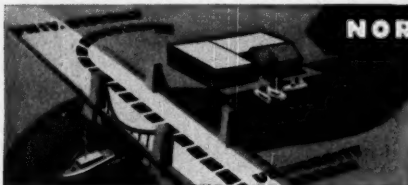
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Fig. 711

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Fig. 711—All Brass Nickel Plated, uses 2 flashlight batteries. Fresnel Globe.



Fig. 1144

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Fig. 1144—Self Contained Flashlight Battery Type, has flag pole socket.

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June 1950



This Columbia River gillnetter is the first of its type to be constructed of stainless steel.



## ***Stainless Steel Gillnetters for the Columbia***

**Will the gillnetters of the future be built of stainless steel? Columbia River Packers tries a new type construction material.**

**D**OWN along the Columbia River where the art of building gillnet boats has reached a high degree of perfection comes word of the latest development in this type of boat—stainless steel gillnetters.

Before these boats are painted, they gleam as brightly as mother's kitchen kettle, for they are constructed of stainless steel clad sheet metal welded to get the necessary shapes.

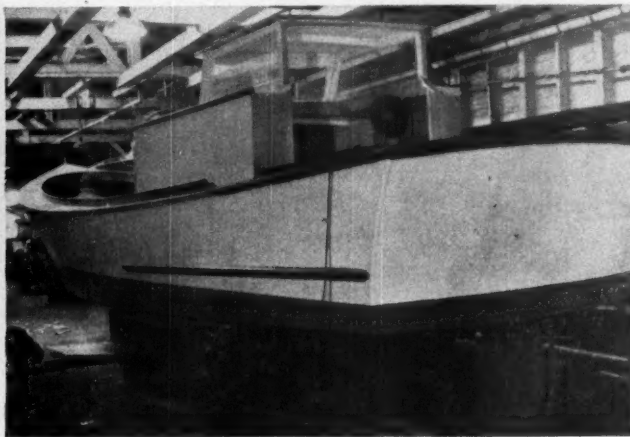
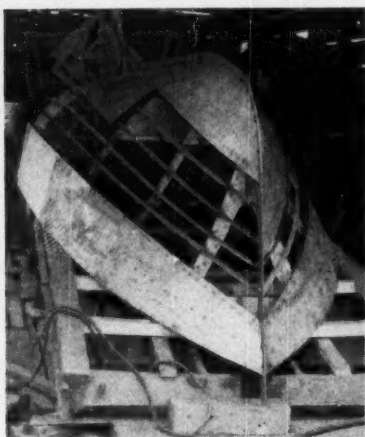
The design originated with L. S. Baier, a Portland, Oregon, naval ar-

chitect, engineer and builder. The first two models were designed and built for The Columbia River Packers Association at Vancouver, Washington.

Use of this unusual boat-building material was prompted by the fact that the upkeep on the wooden gillnet boats run between \$700 and \$800 per year divided roughly between the engine and mechanical parts, and the hull. It is the desire of the Columbia River Packers to reduce their maintenance costs as much as possible. As they have a

large fleet of these gillnet boats, they are anticipating that the stainless clad boats will materially reduce this maintenance cost insofar as the hull is concerned.

Of the two pilot models, which were built last fall and will be used for the first time this season, one is round-bilged and the other is of V-bottom construction. The V-bottom boat is slightly larger than the round-bilge boat, and is 27 feet 4 inches LOA and 8 feet beam. The second boat is 26 feet 6 inches and 7 feet 10 inches beam. Both are



Gillnetters under construction. Note the longitudinal method of framing. Both the V- and round-bottom models have wooden cabins. — Lawrence Barber photos.

powered with Chrysler Crown engines.

Both these boats were framed essentially the same using the Baier system of longitudinal angle framing over transverse web frames. The shell plating is 12 gauge stainless clad, as well as the bulkheads, and the lining of the fish box. The watertight tank in the forepeak of both these boats is likewise stainless clad and is fitted with a Baier flush hatch. A portable wood floor board is fitted between this deck and the fish box bulkhead in the forward cockpit.

The cabins are constructed of wood as this is more desirable from the standpoint of comfort and is essentially the same type cabin as all the Columbia River gillnet boats have. These boats are fitted with steering wheels and controls both in the cabin and in the forward end of the forward cockpit and are equipped with a power take-off operating a net gurdy which is also located in the forward cockpit.

Both boats are capable of doing 15 to 16 mph loaded. They are intended for fishing upriver although this boat has been fished at the mouth of the Columbia. The owners find that the larger nets down there require a boat slightly larger and beamier than the upriver type which these represent. Performance of these boats has been highly satisfactory, according to the owners.

Boats of this type between 30 and 32 feet in length and up to 10 feet in beam should make excellent craft for Alaska operations, according to the designer. However, for outside work they would have to be provided with self-bailing cockpits both forward and aft which are not necessary in boats of this size operating in the Columbia River.

The Columbia River Packers are conducting tests on both the V-bottom and round-bottom boats.

## **West Coast Yacht Club Enjoys Family Cruise to Catalina**

by Dr. Edwin Delman

The West Coast Yacht Club held its Spring Family Cruise to Emerald Bay, Catalina Island, April 22 and 23.

The main event for Saturday, April 22, was a twin predicted log race, one division starting from the San Pedro Buoy, L. A. No. 1, and the other from the Balboa Bell, both finishing abeam Ship Rock at 11:55:00 a.m.

Those contestants leaving from the Outer San Pedro Buoy, L. A. No. 1, were: Frank Moyer, *Bob-a-Dee*; Art Williams, *Harmony*; Lou Vierrick, *Jeri-Lu*; Ben McGlashen, *El-Perito*; Palmer Nichols, *Phillipa M*, and Larry McDowell, *Vera Lee II*. John Stolz, *Singood II*, and J. L. Munson, *Enchanter III*, left from the Balboa Bell.

The *Enchanter III* finished in first place. The *Jeri-lu* followed for second and the *Bob-a-Dee* third.

In figuring the logs aboard the *Harmony*, J. L. Munson's error was calculated to be only 0.25%.

The following morning the U. S. Coast Guard broadcast of a small craft warning was alarming enough to set the sail boat races scheduled for 12:30 p.m. and 1 p.m. up to 11 a.m.

There were two optional courses for the arbitrary handicap race for sail boats, one being to return to Balboa, the other to San Pedro. Both courses started at Ship Rock. The entries were: *Cappy*, Ed Washburn; *New Moon*, Vernon Ruppert; *Nirvana*, Dr. A. R. Harlin; *Hurricane*, Stanley O. Jacobs; *Vagabond Lady*, Manuel Nelson; *Jokike*, S. L. Wagner; *Andiamo*, Mort Miller.

*Jokike* won first place, *Andiamo*, was finished at the outer San Pedro Buoy L. A. No. 1.

The California Cruising Class races were entered by Don Humphries Cuca, William Read, Jr. *Fun*, Stan Sunderland *Rowdy*, Jim Hawley *Blue Escape* and Robert Baskett *Tomahawk*. The winner in this class was the *Fun*.

## **Isthmus Yacht Club Is Popular Rendezvous**

Of great interest to all power boat owners in Southern and Northern California are the 1950 seasonal plans and policy of the Isthmus Yacht Club on Santa Catalina Island, long a rendezvous for yachtsmen up and down the coast. It has been a point of even more interest since its inception as a private club.

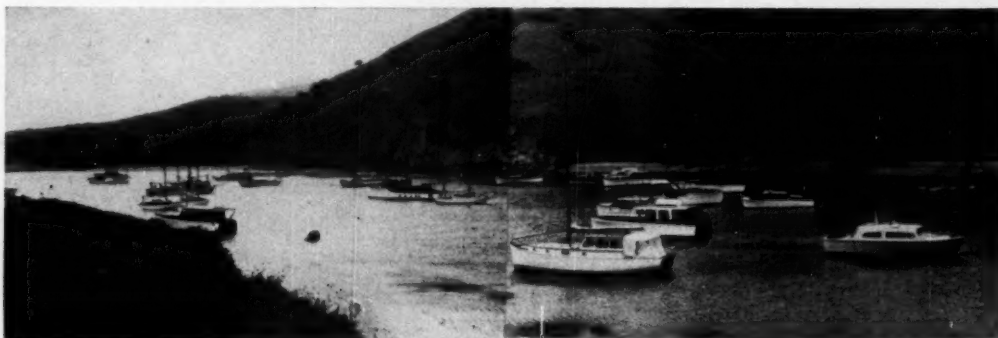
The Isthmus proper is open at all times to visiting yachtsmen, with the enlarged snack bar, grocery store, sport shop, room accommodations, and gas, oil and ice station available for their convenience.

The club house, lounge and bar naturally retain their identity as a private club for members. Visiting yachtsmen, when sponsored, will be extended the courtesy of guest cards for a specified period on application.

Yacht clubs and boating organizations are welcome to use the facilities for their club cruises and get-togethers.

The managing director of the club, Dave Peoples, has had a great deal of operational experience, dating back to the original Barclay Kitchen, where he popularized the Golden Key, and at Somerset House when it operated as a private club.

He has every intention of making the Isthmus Yacht Club one of the most outstanding clubs on the coast, with the finest in food, entertainment, service and hospitality.



Panoramic view of the boats anchored at Emerald Bay during the West Coast Yacht Club's cruise April 22.—Photo by Delman.

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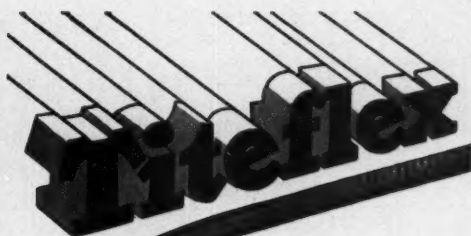
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# Among the Bread-Earners

with Scuttle Butt Pete

## From B. C.'s Salt Chuck

An interesting engine installation was carried out recently in Vancouver, B. C., when a new model P-6 Union diesel was put into the sturdy tugboat *Burnaby Straits*, owned and operated by Straits Towing & Salvage Co.

This new model diesel has a 12-inch bore by 15-inch stroke. It is naturally aspirated and continuously develops 400 hp at 300 rpm's.

The Union diesel which originally powered the *Burnaby Straits* was from an older hull and it is now performing good service on the Marpole Towing Co.'s tugboat, *Marlin II*.

*Burnaby Straits* is a comparatively modern vessel, built by the McKenzie Barge & Derrick Co. in Vancouver. Its overall length is 70½ feet, beam 18½ feet and depth 8 feet 3 inches.

A new hydraulic towing winch was also recently installed on the vessel by Burrard Iron Works.

British Columbia towboat operators honored a deckhand, Karl Soberg, an employee of Coastal Towing Co., at their annual banquet in Vancouver. . . . Soberg saved the life of a fellow crew member when the tug *St. Clair* sank off Port Renfrew on the west coast of Vancouver Island November 16, 1948. . . . Award of a Royal Canadian Humane Society certificate was made to Soberg by B. C. Labor Minister J. H. Cates, himself a prominent tugboat man in private life.

When the Royal Canadian Mounted Police ship *St. Roch* completes its voyage to Halifax from Victoria this spring it will be the first vessel ever to circumnavigate the North American continent. . . . The 22-year-old vessel has already made the Northwest Passage both from the east and west. . . . Of her crew only Sergeant Farrar, who serves as third mate, will have been on the ship on all its history-making voyages. Inspector K. W. M. Hall succeeded Inspector Henry Larsen as skipper a few months ago.

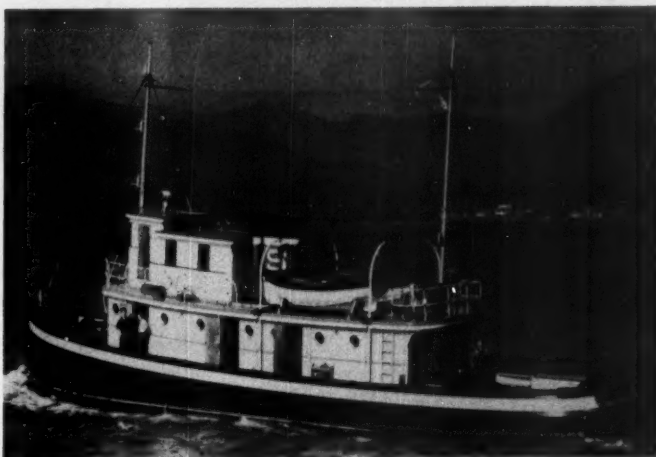
Newest honorary member of the Royal Vancouver Yacht Club is George Askew, and no one will quarrel with that because the veteran boatbuilder first joined the club before World War I and even at that

time was considered a veteran in his field. He belonged to the Royal Victoria Yacht Club more than 50 years ago. . . . Jack Cribb of West Coast Salvage & Contracting Co., served as an apprentice under him in the days when they were building stern-wheelers for the Skeena. The two first met in the Yukon. . . . Some of the better known hulls fashioned by Askew were *Westward Ho*, formerly owned by Commodore B. L. (Barney) Johnson of the R.V.Y.C.; Alex Marshall's *Nelmar* and Douglas Urry's *Cresset*.

Star and Crescent tug, San Diego. He took his brother Al's job when Al transferred to the *Challenger*. *Laguna*'s latest job in the fishing fleet was the tow of the *Sea Breeze* from Los Frailes to San Diego. Angelo Carrol was in command of the *Laguna*. On the way back the tug picked up the *Newcomer*, which had burned to the hull and which now lies at Terminal Island for estimates on repair. . . . Cecil Davidson, Earl Perkins and Dan Reynolds, handling the *Laguna*, towed the fishing boat *Glennis C* to San Diego from south of the Coronado Islands in less than 14 hours.

## On San Francisco Bay

A salt-crusted queen will soon leave for Long Beach after 58 years of churning up the waters of San Francisco Bay.



More horsepower for the *Burnaby Straits*.

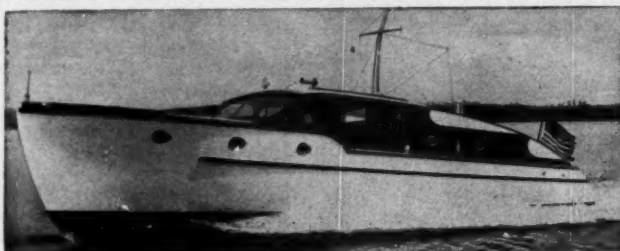
## Southern California Chatter

The "red stack" fleet of the San Pedro Tugboat Co. has added the 111-foot *Geronimo* to its fleet, an ex-Navy tug, with a 750-hp engine. She is now at the Crowley yard in Oakland for overhaul. . . . *Tony Boy*, yard tug for the Martinolich Company at San Diego, has been powered with a 225-hp General Motors diesel, 3-to-1 reduction. . . . *Kokua*, operating for the Dutton Lumber Co., will haul converted LSM craft, used in the lumber trade, from Coos Bay to Crescent City. The 96-foot craft came from Honolulu for this new job. . . . More than 50 tuna clipper out of San Diego are now equipped with radar. . . . Bob Here dia is the new man on the *Laguna*,

The queen is a tugboat, the *Governor H. H. Markham*, built in Oakland in 1892, and named for the then chief executive of California. For years she has chugged back and forth for the Board of State Harbor Commissioners.

The board retired her from active duty a number of months ago when a new tug, the *Frank G. White*, powered with an Enterprise diesel engine, was acquired.

Purchaser of the *Governor Markham* is the Alaska Tug & Barge Co., Long Beach. The snub-nosed little craft, steam powered, was hauled out of the ways of the Sausalito Shipbuilding Co., Sausalito, a few planks were put in, she was repainted, and towed to Long Beach.



### TRIMMER SHIP MODEL 49

Now \$27,500 f.o.b. Factory

Accommodations for 6 to 8. Four-burner gas or diesel stove. Pressure water system, hot and cold water. Shower bath.

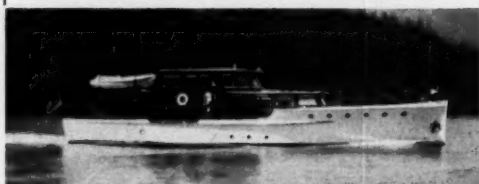
## STOCK BOATS OR CUSTOM-BUILT

Although we build a complete line of Trimmer Ship cruisers, we solicit and have facilities for quality construction of custom-built yachts and workboats. Latest type of haul-out for dry-docking, alterations, repairs, painting, etc.

### SHAIN MFG. CO.

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## Twin Diesel Yacht Gryphon



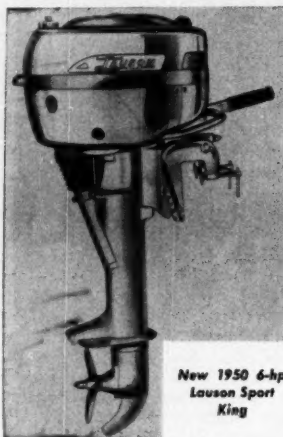
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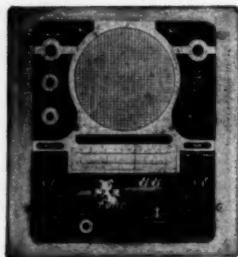
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# Marine Products

## Christ-Craft Introduces Prefabricated Boat Kits

Chris-Craft Corporation recently started production on a new line of prefabricated boat kits the first of which is an 8-foot "Pram," Wayne Pickell, general sales manager, announced.

The new boat is 8 feet overall with a 4-foot beam and depth of 16 inches. The bow is 23 inches wide and the transom 41 inches wide. The entire boat weighs 62 pounds and is suitable for rowing or may be power driven with outboard motors up to 2½ hp.

Philippine mahogany is used for all wood parts and the panels are top grade, fir marine plywood. The boat comes in a metal bound, corrugated carton, 8 feet 2 inches long, 21 inches wide and 4 inches deep. Included in



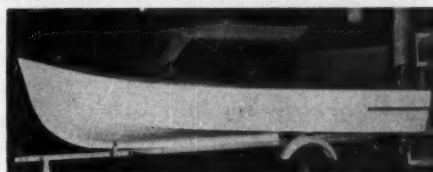
The new Chris-Craft 8-foot pram. Chris-Craft Corporation is now producing prefabricated kit boats arriving to the customer in package form for home assembly. All wood parts are Philippine mahogany and the panels are top grade fir marine plywood. The kit boat package for this model includes oar locks, assembly jig, marine adhesive, Chris-Craft decal, instruction sheet, brass recessed-head screws and special screw driver.

the package is a pair of sturdy oak oar locks, an assembly jig, a generous tube of marine adhesive, a Chris-Craft decal and easy to follow instructions—even a special screw driver is furnished for the recessed head, brass screws.

In announcing the new boat kit, Pickell said, "There seems to be a wide demand among boat owners and sportsmen alike to buy prefabricated kits and assemble them at home. There are several reasons for this and probably the most important is

the saving of over 50 per cent that can be anticipated by home assembly of pre-cut parts. It also gives the youngsters something to do in their leisure hours and they end up with an excellent car top boat that both they and their Dads can use for

Convertible folding top for inboard and outboard craft.



fishing and hunting." The assembly time runs between 8 and 10 hours depending upon the ability of the builder.

Pickell indicated that additional models in various lengths will follow the 8-foot "Prams" and that the kits will be merchandised through Chris-Craft boat dealers and other marine outlets.

## Littlers Features New Yachting Attire

Maintaining their reputation for keeping in step with what's new in yachting and outdoor attire, Littler of Seattle through its two stores announces that it has become exclusive handlers of the new Asco "Everglaze" Sail Cloth garments as made by Alfred of New York.

These wrinkle-resistant lightweight garments include a number of new specialties such as deck shirts, Bretton sailing shirt, bosun slacks, Bretton sailing pants, Homeport walking shorts, etc., made in topside white, sailing blue and St. Tropez red. This is the first time these garments have been offered made with this material in Seattle.

## Borden Durite

A new booklet describing Durite phenolic molding compounds, industrial resins and cements is being offered to the trade by the Borden Company's Chemical Division. It describes the various types of Durite products now available, as well as the industries in which new and modified Durite products might be utilized. The booklet is available on written request to the Chemical Division, The Borden Company, Dept. PR, 350 Madison Avenue, New York 17, N. Y.

## Convertible Folding Tops

A convertible folding top for inboard and outboard boats is now being offered by Ruppert's, 18405 Aurora Ave., Seattle. Sturdily made and equipped with hot galvanized pipe and fittings, sprayed with attractive neutral color, the top is of woven water repellent canvas and furnished in neutral, khaki, red or blue.

The top is quickly lowered by releasing two strap fastenings and folds flat either forward or back-

ward when not in use. Quick detachable front and side curtains fitted with plastic windows can also be furnished.

The tops are available in sizes to fit boats up to 65 inches in beam. Larger sizes may also be ordered.

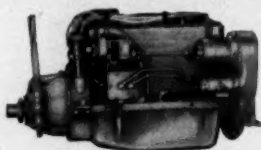


Now in production and currently available at Mercury dealers, is the newest addition to the complete line of Mercury outboard motors being produced by the Kiekhafer Corporation, Fond du Lac, Wisconsin: the Model KG4 "Rocket" in the Hurricane Series. Feature of this new model is its wide range of performance. It will idle at "slower than necessary" for hours on end, is smooth and quiet over the whole range, yet its top speed and power will thrill the fisherman who uses a big comfortable boat that is loaded down with companions and all their gear. For the water sport enthusiast, the KG4 has plenty of power.



# GRAY

## MARINE ENGINES



### Especially Best for the Repowering Jobs

Note Gray's easy installation and extra value features. The Gray Dealer can give you more on the trade-in now, while your old engine can be resold in the active season.

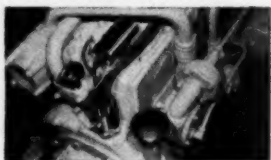
- Choice of 30 Models, a Right Engine for every boat, 16 to 175 hp.
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Water Cooled Exhaust Elbow with copper sleeve inside iron jacket. Overflow water enters pipe at lower end, cannot get back into valves. Low cost extra.



Fresh Water Cooling Systems, available on all models, with self-lubricating centrifugal pump. Choice of heat exchanger on the engine, or out-board type (Keel Cooler) shown below.



**GRAY MARINE MOTOR CO.**  
662 Canton Ave., Detroit 7, Mich.

## NCPCA Race Slated As Feature of the San Rafael Fair

NORTHERN California's first annual water sports show, the Nautical Fair, San Rafael, June 2-3-4, has been officially announced by A. D. "Gus" Truett, Commodore of the Fair. American Legion's Post No. 37 is presenting the Fair and it is believed by the Legion to be the largest water sports show ever produced.

"Twenty-five thousand participants are in the Fair," Commodore Truett states. An all-yacht clubs' cruise, of the clubs in Northern California, has been organized with the approval and endorsement of the Pacific Inter-Club Yacht Association.

Harold "Dutch" Schaefer, Commodore and Hank Bauman, Vice-Commodore, of the NCPCA, announced that the Fair would include one of the seven races to determine point standings toward the season's overall championships. The Nautical Fair race will start with breakfast to be given by the Sausalito Cruising Club at its clubhouse. The participants will race after the breakfast from Sausalito over a course east taking them toward Point Richmond and then west over the finishing line into the San Rafael Channel.

Skipper George Simon, Special Events Chairman for the Fair says, the yachtsmen are our guests and every step is being taken to see that they have a rip-roaring good time. The Nautical Fair will sponsor a Miss Nautical contest. The winning entry — Miss Nautical — will represent the yachtsmen and Fair in the Miss California Pageant, with also the chance to do the same in the Miss America Pageant.

An invitation to yachtsmen to be guests at the Nautical Fair, San Rafael, June 2-3-4 is extended by Commodore Truett and his staff.

### Gate at Outlet of Lake Sammamish Will Bar Boats

Plans to install a floodgate at the outlet of Lake Sammamish in Washington have been announced by the U. S. Army District Engineer's office in Seattle. This is part of a local flood control project which has recently been approved by the Seattle office.

The proposed floodgate would make possible more water to escape from the lake at flood periods. The

outlet structure will be fitted with six steel vertical-lift gates, with a fish ladder at one side. On the other, a small marine railway will permit boats the size of row boats to pass the gate to enter or leave the lake.

The engineers also propose to deepen the river channel by two feet at all points and to widen it from 80 to 120 feet. The estimated total cost of the project will be \$1,200,000, of which local government units must contribute is \$223,000.

This proposed project is now being forwarded along official channels, but may take several years before an appropriation is secured for this work.



Example of the craftsmanship in model boat making turned out by the Masted Model Club of Hawthorne, California.

### Hawthorne Masted Model Club Wins Award

The Masted Model Club of Hawthorne, Calif., has celebrated its first anniversary, an occasion marked by the winning of the Blue Ribbon award at the recent Los Angeles hobby show.

The club was organized a year ago by Harry Scroggs, who is distributor for Hagerty Sea Shells on the Pacific Coast. Through the club young people all over the world have built successfully, from kits, models of such famous vessels as *Santa Maria*, *Marion Sprague*, *Old Ironsides* and *Flying Cloud*. Youngsters and boat lovers in the club have also constructed models of Elcos, Harco 40s and Chris-Crafts.

### New Propulsion Gear Booklet

A new booklet describing the advantages to ship owners and ship builders of the revolutionary planetary type of marine propulsion gearing (600 hp and up) is now available from Western Gear Works, Lynwood, California.

Of particular interest is the analysis of ship design, prepared by a prominent naval architect and included in the booklet. The analysis compares costs and performance of the various types of propulsion machinery now used in commercial vessels.



## Columbia River Boating Activity Steps Up

**S**PRING came to the Columbia River with a lot of cruising activity and planning announcements in addition to the customary paint-up, clean-up activity. New boats arrived from building shops and upon flat-car from factories, used boats changed hands, yacht clubs and dealers took up new locations.

In the Portland area, the major concentration of pleasure craft, Portland Yacht Club announced a program of five group cruises and nine sailing races, Columbia River Yacht Club planned eight cruises, and Rose City Yacht Club planned seven cruises, a predicted log race for its members and a series of sailing races. Each group planned to visit Lewis River, Sandy River, Rooster Rock, Flag Island and Sauvies Island at various water stages, and fishing for salmon always was in the picture.

Eugene Yacht Club, landlocked in Fern Ridge reservoir, issued an ambitious program of sailing and motorboat races, along with some cruises and feeds, three of which were planned upon moonlight nights.

Opening day for CRYC was April 23 when 38 club boats made a 20-mile cruise around Hayden Island and adjacent channels led by Commodore Charles Ulrich in his cruiser *Charlu*. The other Portland clubs scheduled openings May 6, for Portland, and May 7, for Rose City. The Portland opening was to be the start of the sailing season with 40 boats participating. Rose City planned a short cruise to Potato Island, with a picnic.

Tom Autzen received a new Mathews cruiser, which he named *Tuna Clipper*, after his former boat, sold to Frank Nau. The new *Tuna Clipper* came from the factory with many extras, one of the finest Mathews yet sent to the West Coast. Power is supplied by a pair of "big" Packards.

Arthur Pearson purchased Bart Woodyard's 48-foot Shain-built *Periwinkle* and put his 45-foot *Rubaiyat* up for sale. He sold his 38-foot *Escape* to George Smith. Morris Jones sold his 40-foot Mathews, *Mommona*, to Tracey A. Stocker, of Eugene, who plans summer cruising northward. George Weber took over Dr. E. W. St. Pierre's *Vagabond*, and Bill Edlund's former *Idler* went to a Seattle buyer. Lew Sumpster, leaving the area, sold his Fairliner, *Edna Lew*, to Adolph Walker.

The younger fry began pulling their winter-built flatties out of basements and garages for summer

sailing. Five of these 18-foot sailboats were launched during the spring to bring Portland Yacht Club's flattie fleet up to 12 active boats. The new ones were *Thumper*, No. 641, Jim Hansen; *Gremlin*, 643, Bob Schafer; *Flicka*, 648, Chuck Fick; *Loafer*, 657, Hugh Van Allen, and *Sigame*, 663, Jack Elliott. All were built of marine plywood.

Columbia River Yachting Association, the rules and marine parks authority for nine Columbia River area clubs, elected Frank Koehler,

of Rose City, as its 1950 president; Victor Walder, of Eugene, as vice president, and Eddie Cameron, Rose City, secretary-treasurer. The meeting was held just before the PYC sailors' dinner, April 15, one of those good-time affairs that makes sailors and powerboatmen love one another.

Even the tax collector was on duty. Al Brown, county clerk of Multnomah County, put a special deputy on the job rounding up delinquent boats and collecting county license fees from them.



### NEW HEADQUARTERS IMPROVED SERVICE FACILITIES Hall-Young Company moves adjacent to Fishermen's Wharf

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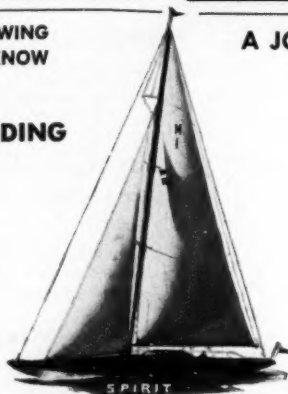
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**4 Marine Railways**

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**Coal Harbour**

Vancouver, B. C.

# New 32-foot Sloop for the PIYA?

**T**HIS little yacht was designed for a group of members in the Bellingham Yacht Club, with a view to its adaption later by the Pacific International Yachting Association as a one-design class of moderate cost which will be a stepping stone from some of the smaller development classes such as the Flat-ties, Lightnings, etc.

Dimensions are 32 feet L.O.A., 21 feet W.L., 7 feet beam, 4 feet 8 inches draft.

The designer, Walter C. Howell of Bellingham, Wash., has stated that if the Pacific International Yachting Association accepts this design, a deed of gift of the plans will be made to that body, and consequently no plans will be sold or offered for sale to the general public.

This sloop was designed particularly for the wind and sea conditions of the north Puget Sound area and will be fast, easily handled, and able. This boat is a development of the fast 4 meter *Bucky* now called *Delta*, owned by John Beauregard of Stockton, California, and designed by Howell in 1944.

The interior layout is simple, as shown, with a small galley. Headroom is about 4 feet 8 inches in the cabin.

The keel is oak, framing of oak, and planking of red cedar or mahogany. The decks are plywood, canvas-covered. The lead keel is approximately 2,000 pounds, and her total displacement is 4,400 pounds. Sails are nylon, with a total sail area of 306 square feet.

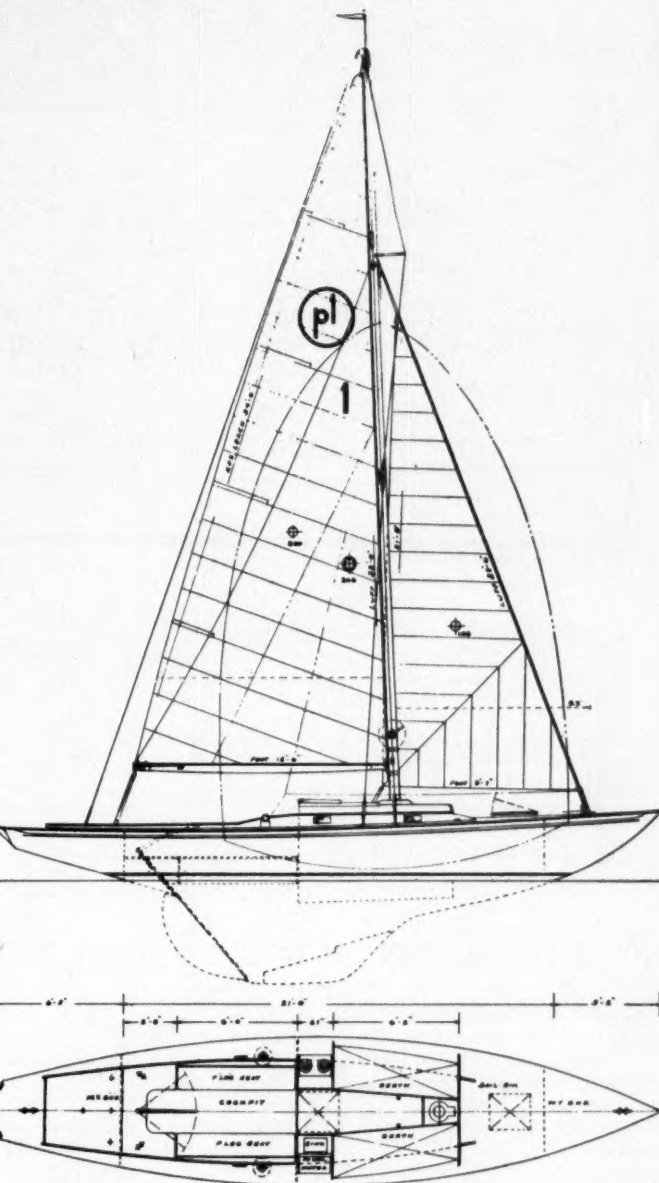
Auxiliary power will be furnished by a small motor, either an outboard, a U. S. Falcon, or a Kermath 5 hp.

Approximate cost of building this sloop, as estimated by the architect, will come between four and five thousand dollars. Members of clubs affiliated with the Pacific International Yachting Association may get further information from the architect or Basil Miaullis at the Bellingham Yacht Club.

## New Public Wharf at Crescent City Built By Willing Hands

Harbor districts vainly seeking funds for improvements may profit by the experience of a group of timbermen, businessmen and fishermen of Del Norte County, California, and Curry and Josephine counties in Oregon.

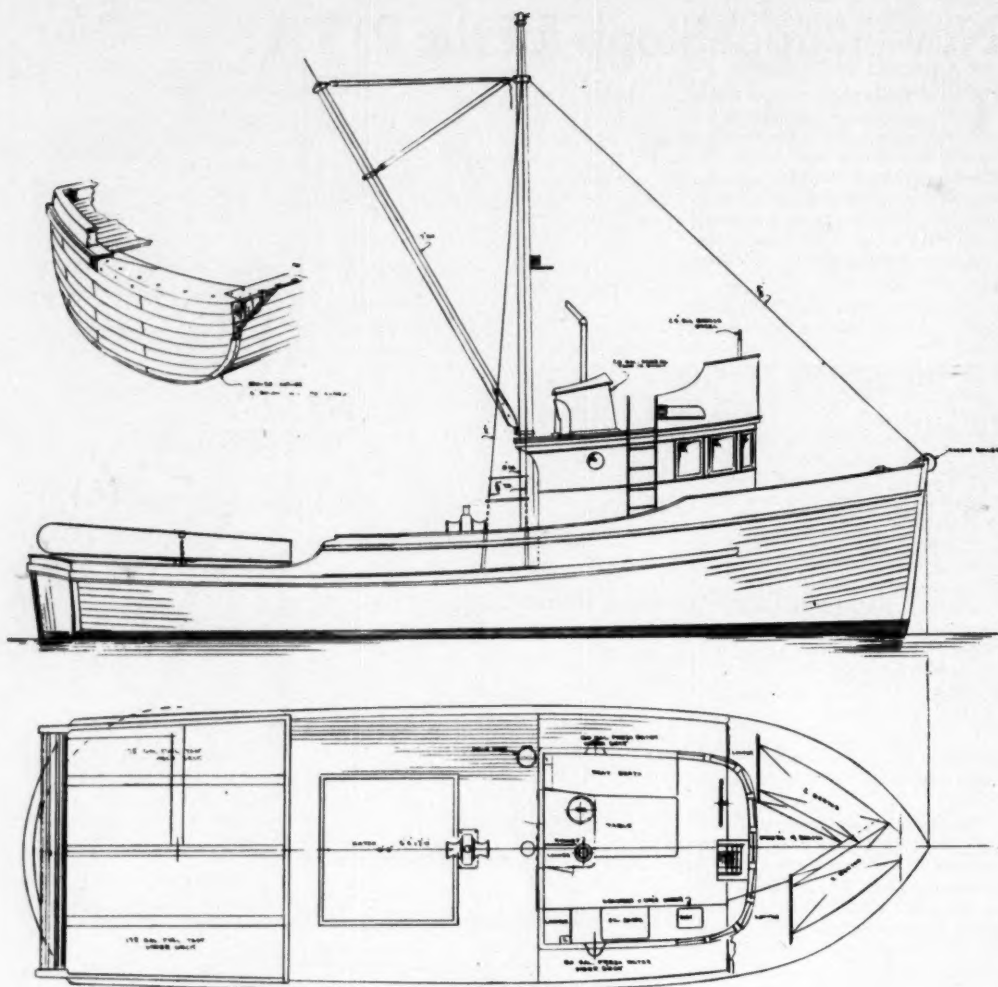
Six months after they started, a



public wharf was built at Crescent City, California, valued at more than \$125,000. This includes a main pier 900 feet long, a commercial fisherman's pier 222 feet long, and a lumber wharf and a public crane.

Construction firms worked their

men on Saturdays and Sundays without charge. Manual labor was done by clerks, restaurant owners, cooks, bankers and public officials. Drives and stunts to raise money for materials was held as the work progressed.



## Rounded Stern for 45-foot Seine Boat

**N**EW type sterns on these 45-foot seine boats will be of interest to many fishermen. The design, by Ed Monk & Lorne Garden, calls for transom sterns which are developed as a segment of a circle, with quite a short radius.

This interesting innovation in fish boat construction was done at the request of the Grandy Boat Company, Seattle, who intends this model as their stock 45 x 14 foot seine boat. The reason for the rounded stern is that it is thought that this makes a better sea boat as there is less tendency to yaw in a following sea. Yet the essential advantages of a transom

stern, good carrying capacity and speed, are retained.

The transom is built up of Alaska cedar, with solid 3½-inch flitches bolted together, as shown in the inset. Bronze castings are placed on the transom corners for protection against chafing.

Otherwise this design is much the same as the conventional 45-footer which is popular in northern waters. This boat is designed to carry between 12 to 14,000 humpies. There are berths for five men below. The two fuel tanks aft will carry 175 gallons each, and there are two 80 gallon water tanks forward. The engine

room is thoroughly ventilated and equipped with an exhaust blower.

The pilot house has a galley and one berth. A second set of engine controls topside are protected by a windbreak. There is a 20 gallon stove oil tank incorporated in the stack.

Construction calls for 1½-inch net planking, 1⅞ by 2½-inch frames on 10-inch centers, a 5½-inch net keel. There is a power roller on the seine table.

The first two models of this boat, sold to Charles Demmer of Klayock, Alaska, were powered with a single D-318 Caterpillar diesel each. Optional is Chrysler Royal gasoline engines with 3½-to-1 reduction.





The GRANDY-built 36-foot "Dreamliner"

Custom-Built Pleasure Craft . . . A Specialty

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SHE'S FAST...25 mph. Economical—Kermath  
61 hp. Sea Jeep—SAFE...Oak frames, marine  
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Developed by a famous iceboat  
designer. Brilliant in light or  
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long, 31-in. beam. Big, 65 sq.  
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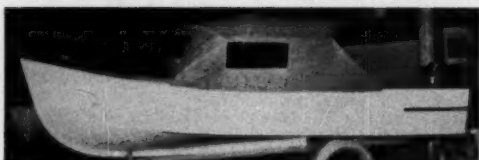
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## Storm King Cruiser for Home Builders

**B**ECAUSE a number of requests have been made for the plans of the new 18-foot Storm King cruiser designed by Paul Morris of Everett, Washington, he is making the accompanying designs available.

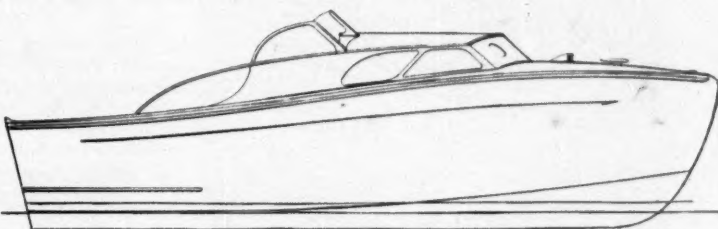
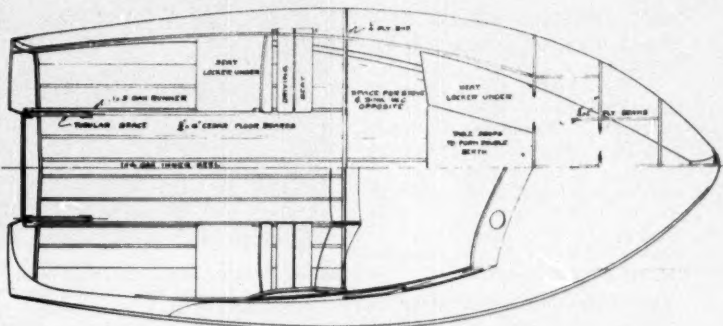
The lines of this low cost, complete cruiser for two follow closely those of the smaller Storm King outboards. The wide, full freeboard hull with flat or monohedron bottom very full aft provides both stability as a deck to fish from and great load-carrying ability per horsepower applied when planing.

Home builders will find that the bow sections below the chines are developable surfaces, meaning flat sheets of plywood will not warp when the sheet is wrapped around the bow. Aft of midships at the extreme outer edge they are warped slightly to form a slight non-trip bottom. Above the chine, sections are straight and the plywood goes on with no difficulty whatever.

Construction follows the technique developed by Morris in that the floor boards are put below the frames and glued to the bottom panels. This is done in order to strengthen the bottom with wood that is otherwise dead weight. Also, this has the effect of increasing the headroom in the cabin as much as four inches.

Overall length is 18 feet 1 inch, extreme beam is 8 feet, freeboard forward is 3 feet 4 inches, and freeboard aft is 2 feet 3 inches. Draft light is five inches. Weight is 750 pounds.

Mainly above the chine this boat is



strictly a stressed skin construction, according to the designer. There is only one bulkhead and one side frame in its entire length, yet due to the design and strength of material it will resist stresses and retain its shape.

All joints are glued and the three seams in the hull are not caulked. Bottom is 1/2-inch plywood laid on 3/4-inch cedar for an effective 1 1/4

inches. Sides are  $\frac{3}{8}$ -inch five-ply plywood and all other is  $\frac{1}{4}$ -inch plywood. Waterproof marine plywood is specified. Floors, stem, keel, chines are oak.

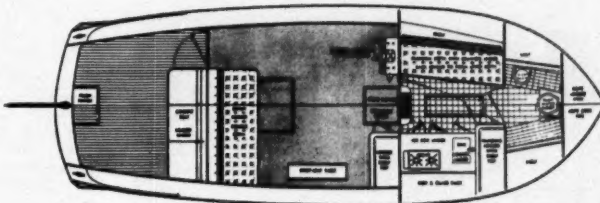
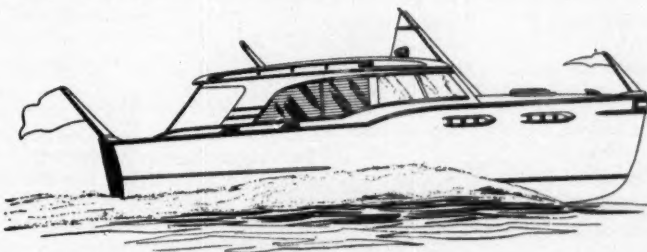
This model is designed to plane with a 10-hp. outboard. A 50-hp. outboard drove the first model at speeds in excess of 35 mph and she was found to handle well under all conditions.

## OWENS 33 DECK CABIN CRUISER

Here is the new Owens 33-foot Deck Cabin cruiser. Designed and built by the Owens Yacht Company in Baltimore, this 1950 Flagship is 33 feet long with 11 feet 9 inches beam and 28 inches draft. Powered with either single or twin 100 hp. Owens Flagship gasoline or diesel engines, this cruiser develops speeds between 17 and 24 miles per hour. Reduction gears are optional.

The electrical system is 6 volt, protected by automatic thermal overload and resetting circuit breakers of the type used in the protection of industrial electrical equipment.

Construction is to highest type yacht specifications. Stern, keel and frames are of straight grained white oak. Hull is carvel planked.



## "Rounding Cape Scott"

(Continued from Page 13)

cept for hitting an unlighted boom of logs, doing minor damage to the boat.

As there was no gas to be had at Shoal Bay, it was necessary for us once again to prevail upon the kindness of a fisherman for enough gas to reach Stuart Island where we tied up at 11 a.m. After obtaining gas and food the trip was continued to Savary Island in the Strait of Georgia where we enjoyed a pleasant afternoon with friends.

Frank and I spent the night at Lund on the nearby mainland, and the following day at Powell River. Here we again picked up our two Powell River friends and took them for a visit to the deer sanctuary on Hardy Island at the entrance to Jervis Inlet. We towed our friends' boat so that it would not be necessary for us to take them back to Powell River. The night was spent at Pender Harbor.

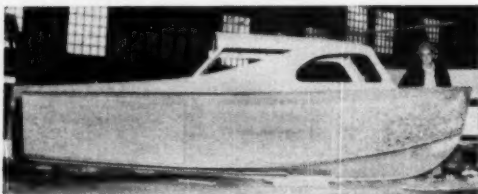
The trip from Pender Harbor to Vancouver was made the following day with good weather and calm water. Stops were made at Gibson's Landing and Druid Bay in Howe Sound, and at 4:00 p.m., July 29, we passed under the Lion's Gate Bridge in the entrance to Vancouver Harbor.

During our trip, covering 1130 miles, 207½ gallons of gas and 26 gallons of oil were consumed. A spare outboard motor was carried to be used in case of emergency, and was supplied through the courtesy of R. Cliff Sangster, Evinrude dealer in Vancouver.

All in all the trip was a most enjoyable one and proved how such a trip can be made by outboard motor and a small craft when adequate precautions are taken and weather chosen.

### Mercury Boat Building Inboard-Outboard Craft

Ernest Nunes, well known Sausalito, California, boat designer and



Ernest Nunes, Sausalito, California, is designer-builder of this 16-foot, 10-inch inboard-outboard boat.



District 16 officers and local U.S. Power Squadron commanders at the annual conference held in Tacoma April 1. Left to right, front row, District Commander Stuart T. Viggers, Seattle; Past District Commander Charles S. Young, Portland; Theodore Harris, commander, Seattle Squadron; R. B. Hayes, Seattle, aide to district commander; Dr. John D. Finlay, commander, Portland Squadron. Rear row, left to right, Dr. George W. McFarland, Seattle, secretary-treasurer; Dr. Walter Hart, commander, Tacoma Squadron; Dr. James J. Frits, commander, Everett Squadron.—Lawrence Barber photo.

builder, who originated the Mercury sail boat and who heads the Mercury Boat Co., has designed and built a marine plywood sport fishing boat that is meeting a lot of favorable comment from boating fans.

The boat can be powered with either an inboard or an outboard motor. She is 16 feet, 10 inches long, and has a beam of 6 feet, 6 inches. She weighs 600 pounds.

If the craft is to be powered with an outboard, she can handle motors of from 10 to 25 hp. She is suitable for use in large bays or lakes, or in protected coastal waters, and was developed so that she is particularly seaworthy in rougher than average waters.

The boat is available in different states of construction; hull in knocked down kit, including jig for assembly; hull with deck unpainted; cabin in knock down kit, and hull complete with cabin, unpainted.

### Capital City Yacht Club

At the election of the Ladies Auxiliary of the Capital City Yacht Club in Victoria, B. C., Mrs. F. Porter was named president; Mrs. P. Pitt, vice-president, and Mrs. J. McClain, secretary. Plans were also made to hold a Ladies Predicted Log Race in September.

### Stuart Viggers Heads U.S.P.S. District Sixteen

The annual Spring Conference of District Sixteen, United States Power Squadrons, was held in Tacoma April 1, with delegates attending from Seattle, Portland, Tacoma and Everett.

Elected District Commander in the election of new officers was Stuart T. Viggers, past commander of the Seattle Squadron. Jerome L. Fritsche, Everett; Harold Koppang, Portland; Richard G. McCann, Seattle, and George F. Russell, Tacoma, were elected staff captains. Dr. George W. McFarland, Seattle, was elected secretary-treasurer. Elwyn G. Craven, Portland, was named a member of the nominating committee.

Appointments made include that of Past District Commander Roy A. Palm to the governing board, R. B. Hayes as aide to the district commander and the U.S.P.S. Public Relations Committee, Past Commander G. Art Randall to the U.S.P.S. Cruise and Rendezvous Committee, and Past Commander R. G. McCann to the Legislative Committee.

Business heard at the conference included a report on marine parks by Avert Landon, Tacoma, resulting in the appointment of a committee to further this program composed of McCann, Seattle, chairman; Landon, Tacoma, and C. S. Benson, Portland.

### Southwestern Yacht Club

The Southwestern Yacht Club, San Diego, has leased a spit at the foot of Qualtrough street, Point Loma, as a site for its new club. The headquarters were formerly at the north end of the Roseville commercial basis. The new move places the SYC south of the San Diego Yacht Club.



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17 FOOT TORPEDO RUNABOUT  
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SPARK PLUG



**Reinell** 18 ft ALBATROSS  
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**REINELL BOAT WORKS**  
MARYSVILLE, WASHINGTON



## Searchlights

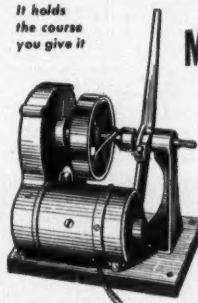
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**Sperry TOPSIDER**  
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All sizes, Mens and Womens.  
7 different styles.

1500 Westlake No.  
Seattle (5)  
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MARINA MART, Inc.



Speeds to 18 mph with only 7½ hp on this 14-footer.

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Bellingham, Wash.

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BOAT SUPPLIES

DIESEL ENGINES  
MICHIGAN PROPELLERS

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## TRADE WINDS

Skilled hands at the helm of west coast boating business this month included . . .

★ **CHARLES F. ADAMS, JR.**, president of Raytheon Manufacturing Company, Waltham, Mass., yesterday announced the promotion of three officers of the company by the board of directors. **Percy L. Spencer** was named vice-president in charge of Raytheon's power tube division; **Norman B. Krim** was promoted to vice-president in charge of the receiving tube division and **Ernest F. Leatham** was appointed assistant to the president.

★ **RAY WALLACE**, veteran of two trans-Pacific yacht races, is now conducting a tuition-free class in navigation at the Harbor Technical Junior College, Wilmington, Calif. Here boat operators, yachtsmen, fishermen and seamen will be taught new and simplified methods of marine navigation. Wallace was a war-time Coast Guard quartermaster.



Truman E. Sage, general manager, Machinery Division, Northern Commercial Company.



Officers and directors of the Northwest Marine Industries, Inc., snapped by Pacific Motor Boat at a recent meeting in Tacoma. (Left to right) Arne Vasa, Vasa's Yacht Sales, Seattle, director; J. B. "Jack" Hickman, manufacturers representative, Seattle, director; Russell Gibson, Freeman & Gibson, Seattle, secretary-treasurer; A. V. Evans, Evans Engine & Equipment Co., Seattle, vice president; Dave Boyde, Steven Marine Supply Co., Tacoma, director; Allen Petrich, Western Boat Building Co., Tacoma, director; Moore McKinley, Fremont Electric Co., Seattle, director, and Past President Jerry Bryant, Bryant's Marina, Seattle, director. Not shown are directors John Warren, Marina Mart, Seattle, and Edwin Monk, naval architect, Seattle.

★ **RAY C. BOLLING**, president of the Palmer Bros. Engine Company of Cos Cob, Connecticut, announces the appointment of the Evans Engine and Equipment Co. of Seattle as distributor for Palmer Engines for Alaska, Idaho and Washington. The Evans company will cover all of the state of Washington except the Columbia River counties which will be serviced by the Beebe Company out of Portland, Oregon. The new distributor will carry a complete stock of parts and will have the entire Palmer line of marine engines on hand. Bolling states that Evans will handle all sales, service and parts for this territory.

★ **EARL WAKEFIELD**, formerly Admiral Boat Company, has moved to a new location 29½ Dravus, Seattle 9, Wash., and the business will now be conducted under the name of Admiral Marine Works. The Admiral line of steering wheels will continue to be manufactured in his new location. Wakefield will specialize in special boat maintenance and yacht construction work.

★ **ARNON N. BENSON**, executive director of the Outboard Boating Club of America, has announced his resignation, effective last March 31.



Members of the Enterprise Diesel Engine sales organization from district offices throughout the country met with the San Francisco home office personnel at Sonoma Mission Inn, California, for their 3-day annual sales meeting which began April 10. Those attending were: (seated left to right) G. C. Rasey, Sales Manager, Engine Division; J. E. Watson, General Sales Manager; G. B. Wright, District Manager, Chicago; P. K. Wabnig, District Manager, New Orleans; P. I. Birchard, Vice-President and General Manager; W. E. Butts, President; J. W. Coombs, Member Board of Directors; W. H. Porter, District Manager, Seattle; J. H. Shausner, Chief Engineer; H. T. Anderson, District Manager, New York; M. L. Hansen, Chief Service Engineer; (standing, left to right) T. S. Pennebaker, District Manager, Fort Worth; H. F. Neuman, Stationary Sales; M. T. Prendergast, Manager ServiceParts; P. R. DeVos, Sales Engineer; S. F. Atsatt, Project Engineer; E. G. Harris, District Manager, Los Angeles; T. S. White, Technical Assistant; K. F. Cramer, District Manager, Kansas City; L. J. Robbins, District Manager, St. Louis; W. E. Bishop, District Manager, Washington, D.C.; J. N. Brophy, District Manager, Boston; H. J. Dauphinais, Export Sales; G. J. Brushner, Marine Sales; L. S. Noah, Advertising Manager.



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Rate: 6 cents per word, 12 cents per word for bold face or special type. Minimum charge \$2.00 for each insertion. (For box numbers addressed to PMB, add 50c.) Classified advertising is payable in advance. Ads for the next issue should be sent in by the 3rd of the month preceding publication.

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36 lb. Light Weight Anchor	9.00
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Blowers, engine room, explosion proof, 4", 6-12 volt, new	12.00
Siren, Federal, 115 volt D.C. new	20.00
Tiller cable, bronze, 6 x 19 5/16", 12 ft. 1/2" @	20c per ft.
Bilge pumps, Navy, hand, all brass, 1 1/2" outlet, new	11.00
Binoculars, coated lens, just the thing for night sailing, all powers from 6-30 to 8-40, Federal tax included	\$36 to \$51

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FULL SIZE, cut to shape boat patterns, blueprints. 7 1/2-33 feet. Illustrated "Build a Boat" catalog. 25c (coin). "How to Build Boats" book, \$1.00. PolyWor Houseboat Plans, \$10. Marine Catalog, \$1.00. Cleveland Boat Building Co., Dept. A-PM, Cleveland 13, Ohio.

GRAYMARINE DIESEL. 200-HP., \$1250. NEARLY NEW CONDITION. A PERFECT MOTOR. RYLAND, 1336 CHINO, SANTA BARBARA, CALIF.

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For Sale: Famous Jeep generator unit, complete, consists of 12 volt, 55 amp. Autolite generator Model GBJ 4804B, list price, \$201.25; and 12 volt 55 amp. Autolite voltage regulator Model VRH 4104, list price \$60.00. Guaranteed excellent condition, complete \$60.00 f.o.b. Bob's Radio Service, 25 Broadway, San Francisco, Calif.

#### 12' ALUMINUM BOAT

160-lb. car top design, an assault-craft bow, wooden seats, oar locks, wooden outboard clamp pads, 55" beam, very stable with corrugated aluminum overcoar, suitable for hunting, fishing and casting, take up to 10 h.p. outboard. Special low price. Can be seen at Plenty's, 10809 Aurora, Seattle.

78 by 20 Higgins P.T. Boat never in gov't service—Run less than 100 hrs in perfect condition and ready to go, \$8,000.

135' by 27' by 11' coal burning steamer former geodetic survey boat. Always owned by gov't. . . . Make good freighter or tuna boat. Easily converted to oil burning or diesel engine, \$8,500.

136' by 36' by 7'6" ferry make good small boat storage, shop and living quarters, \$3,000.

P.T. located near Portland Steamer and ferry at Seattle. Write or call H. B. Eyerly, 2741 N. River Road, Salem, Oregon. Phone 35496 or 38855.

#### CHRYSLER ENGINES FOR SALE

New Chrysler Royal Marine Engines, 8 cylinder, 141 H.P. Suitable for fishing boats or power plants. Price \$550.00. Sherman Salvage Co., 2446 1st Avenue South, Seattle, Wash. SEneca 0061.

SACRIFICING—Western Fairliner runabout. Like new. Always dry stored. 16' utility model with excellent 75 hp. Gray marine motor. Cost \$2200 new in 1946. Going for \$1395.00 cash. L. K. McKee, 8317 So. 19th, Tacoma, Wash.

#### AUTO CONVERSIONS AND PARTS

Marine manifolds for all engines. V8-\$40 pair; Model A \$32; Willys \$30; 6 cyl. Chevrolet, Pontiac, \$50; 6 cyl. Buick, Lycoming, \$65; 8 cyl. Pierce, Packard, \$80; downdraft models add \$5. Your transmission converted to marine gear, most makes \$40, a few \$50; propellers 14"—\$13.50, 16"—\$16.75; shafts, couplings, struts, etc. Heads for marine engines. Everything you need for your boat. MACHINE SHOP TOOLS 15" x 6' lathe \$150—20" Upright drill \$140—Small Universal Miller \$160—Larger one \$410—14" shaper \$240—24" x 12" lathe \$860. Large Universal Miller and motor in base \$840—4" Radial drill \$460—Power hack saws \$80, \$125. Good machines, low prices, money back guarantee. Conversion Parts Co. 273 Adams St., Boston 22, Mass.

FOR SALE: Julia Island. Situated halfway between Victoria and Vancouver. Good shopping centers nearby. Seven acres natural wooded beauty. Snug anchorage. Protected from weather year round. Large well-built modern house in good condition. Wired for electricity. Two bathrooms, fireplace. Spacious 50 foot porch overlooking Montague Harbor, rendezvous of yachtsmen. \$7500.00 cash. Taxes \$55.00. Laurence Williams, Ganges, British Columbia.

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#### VANCOUVER ISLAND SEA FRONTAGE

Road under construction to homesites on sandy beach 10 miles south of Nanaimo. Good anchorage. Excellent fishing in protected waters. W. M. Ingram, Box 143, Ladysmith, B.C. Phone 273M.

#### FOR SALE

Marine Supply & Boat Building Business plus Real Property. Well established and operating successfully since 1941. Consists of 2-story building and large grounds. Up-to-date. Inventory. For further information contact Howard M. Mullenax & Associates, 5309 Venice Blvd., Los Angeles. WH 4710.

CUSTOM-BUILT CRUISERS TO YOUR EXACT REQUIREMENTS—AT STOCK BOAT PRICES. Cruisers from 26 to 45 feet. A chance to have your dream boat built exactly the way you want it and at the lowest possible cost. Visitors welcome at our well-equipped shop. For further particulars write Devore's Boat Shop, Box 453, Castle Rock, Wash.



★ **LAWRENCE (PAT) HULAND**, vice-president of Bendix Aviation Corporation in charge of engineering research, was honored recently by the navy as the man who discovered that rebounding radio waves could show the location of an airplane in the sky.

★ **LOUIS F. WEYAND** of Detroit, vice-president in charge of the Minnesota Mining and Manufacturing Co.'s adhesives and coating division, was elected to the firm's board of directors in April.

★ **"NICK" RAUCH** and Glenn Sutherland of Intervox Corporation, Seattle, announce the appointment of the Beebe Company, Portland, as exclusive Oregon distributor for the Intervox line of radiotelephones, depth sounders and direction finders.

★ **P. R. THOMPSON** and **S. F. WIERMER** have been appointed dealers in Oregon and southern Washington of McChesney boats by the McChesney Boat Works of Seattle. The new business will be operated in Portland, Oregon, under the name of Oregon McChesney Boat Sales. The appointment is a result of increased demand for McChesney boats and an expansion of manufacturing facilities. At the present time McChesney offers an Edwin Monk-Lorne Garden designed 16-foot outboard cruiser and a 20-foot inboard cruiser. An improvement scheduled in the inboard cruiser will provide more than 6-foot cabin headroom which is a unique feature in boats of its size.



In order to take care of its expanding business more expeditiously, and in order to be in a more convenient location for boatmen, Hall-Young Co., San Francisco, distributors of marine engines and allied equipment, has moved to 366 Jefferson St., adjacent to Fishermen's Wharf. Here, in a new and attractive building, are located greatly expanded repair and service facilities for marine engines. The company plans in the near future to increase the scope of its machine facilities, and quite probably will procure equipment to recondition propellers. Included in the new building is a handsome display room, and a greatly enlarged parts department. Hall-Young Co., principals of which are Capt. Sam Young and Tom Hall, was recently appointed exclusive northern California distributor for Lister-Blackstone marine and stationary diesel engines. A representative display of engines, and a complete stock of parts will soon be on hand. Hall-Young Co. is the exclusive northern California distributor for Graymarine gas and diesel marine engines, Columbian and Federal propellers, Paragon reverse and reduction gears, Walters reverse and reduction gears and transfer drives, and San Duro heat exchangers.

#### BRITISH COLUMBIA WATERFRONT FOR SALE

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**FOR SALE:** New, used and rebuilt marine motors, 2 to 500 hp. gasoline and diesel. Complete stock list of popular models. Write for FREE Catalog 140 covering conversion equipment, propellers, reverse gears, fittings and supplies of all kinds. **STOKES MARINE SUPPLY**, Dept. 11, Coldwater, Michigan.

#### FORD, MERCURY and JEEP

Engines are easily converted with OSCO's world famous CONVO kits and gears. Deluxe catalogue 25c (coin). **Oscos Motors Corp.**, 3627-PM Lawrence St., Philadelphia 40, Pa.

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★ **WILTON COLBERG**, Colberg Boat Works, Stockton, California, is a director of the Associated Boat Industries of Northern California. In the May issue of **PACIFIC MOTOR BOAT** Colberg was shown among the new officers and directors of the association, but his name was omitted in the caption.

★ **W. H. "BILL" PORTER**, Enterprise Engine Co., Inc., district manager in Seattle, moves to 2534 Westlake Ave. N. on June 1. This will put all the facilities of the district office under one roof. Walter Hanson continues in his post as service engineer.

★ **AUSTIN SHERMAN** is now president of Hallett Manufacturing Co., Inglewood, Calif., following a re-organization. Wm. D. Brumbach is vice-president in charge of sales, W. W. Schrein, secretary-treasurer, and Bud Capfur is service manager.

★ **PAUL I. BIRCHARD** has been appointed vice-president and general manager of Enterprise Engine & Foundry Company. He was formerly vice-president in charge of engineering and manufacturing.

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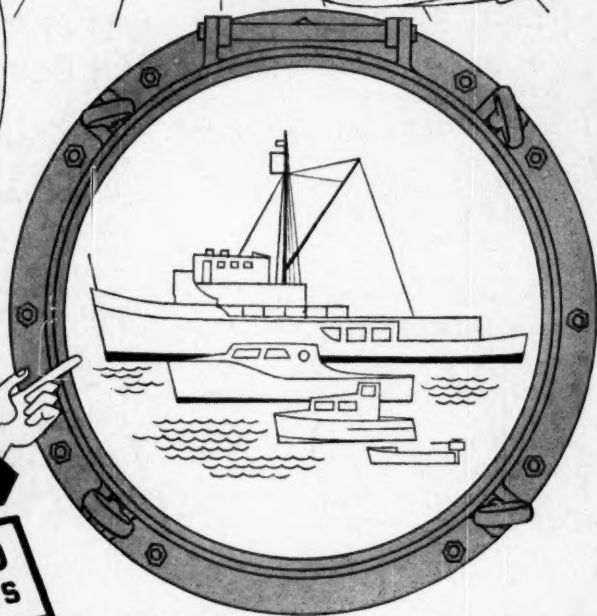
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